NINETEENTH ANNUAL REPORT (1984) OF THE PRESIDENT TO THE CONGRESS ON THE OPERATION OF THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965

S362-24

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SUMMARY

North American motor vehicle sales continued to recover in 1984 after a period of decline during 1979-1982. In the United States, sales of motor vehicles rose 18.6 percent above 1983 sales while sales in Canada showed a gain of 18.8 percent. Motor vehicle production in Canada and the U.S. showed similar increases with a slightly larger percentage increase in Canadian production. The share of imports in the United States motor vehicle market dropped from 22.9 percent in 1983 to 21.5 percent in 1984 while import sales rose 11.7 percent above the 1983 level. In Canada, import penetration fell from 24.3 percent in 1983 to 22.2 percent in 1984. Imported automobile sales increased by 12.8 percent but were offset by a decrease of 13.3 percent in imported trucks.

Total automotive products trade between the United States and Canada surged 34 percent above the 1983 total to $41.5 billion in 1984. U.S. automotive exports to Canada increased by 30.8 percent. Corresponding imports from Canada rose by 36 percent. This increase reflected the expanded volume of both Canadian and U.S. car and parts shipments between the two countries. The result was a

U.S. automotive products trade deficit of $4.6 billion in 1984, as compared to $2.8 billion in 1983. This was the third consecutive year that the United States recorded an automotive sector trade deficit with Canada and was the first three-year deficit. The net change from a surplus in 1981 to a deficit in 1984 represents a swing of about $6 billion in trade between the United States and Canada.

The 1982 turnaround in the combined trade of cars, trucks and parts continued in 1984 and substantially contributed to the U.S.-Canadian trade deficit. Induced by stable gasoline prices, U.S. consumers continued to demand larger cars which are primarily produced in Canada. As a result, Canadian exports increased as manufacturers drew heavily on their Canadian operations to meet demand in the United States.

Employment in the U.S. automotive industry in 1984 continued the increase begun in 1983. Average monthly employment was up 14.1 percent in 1984 compared to a decline of 11.5 percent in 1982. Employment in the Canadian automotive industry also continued to increase, though the rate of increase--4.7 percent--had slackened in comparison to that shown in 1983.

In the United States, expenditures for new plant and equipment by the "big four" car manufacturers increased 74.5 percent from the

1983 level. Expenditures in Canada dropped in 1984, decreasing 43.2 percent from the 1983 amount. The difference in investment performance between the two countries is the result of the renovation of plants for the newly designed models sourced in the United States. The Canadian share of U.S.-Canadian investment in new plant and equipment was 4.6 percent in 1984; compared with 6.1 percent through 1965-1979; 14 percent through 1980-1981 (when Ford and General Motors were constructing component plants in Canada); 5.8 percent in 1982; and 12.9 percent in 1983.

BACKGROUND

Before 1965, the Canadian automotive industry was designed to serve a relatively small domestic market. Tariff, economic and political measures taken by the Canadian Government to improve production and increase exports, however, irritated economic relationships with the United States. American auto producers were encouraged to produce their vehicles in Canada to avoid the high tariffs protecting the Canadian industry, and to benefit from an import duty-remission program for Canadian manufacturers. As a result, the United States and Canada signed the Automotive Products Trade Agreement (the Agreement) which allowed both countries to develop a more efficient automotive industry without harming the Canadian automotive industry.

The Agreement, signed on January 16, 1965, created the basis for an integrated automotive products market by removing duties on qualified trade of specified motor vehicles and original equipment automotive parts between the two countries (see Appendix A). The specified automotive products include:

1) motor vehicles with the exception of certain "special purpose" vehicles, such as electric trolley buses, three-wheeled vehicles and trailers accompanying truck tractors; and

2) parts (fabricated components) for use as original equipment in the manufacture of the specified motor vehicles but not replacement or aftermarket parts.

Certain automotive products -- trailers, tires and tubes -- are specifically excluded. In addition, the imported Canadian automotive products must contain no more than 50 percent "foreign" (third countries other than the U.S. and Canada) content to qualify for duty-free treatment under the Agreement.

In recognition of the need for a transition period for the smaller, higher-cost Canadian industry to adjust to the competitive pressures, several restrictive measures were set forth in Annex A to the Agreement: (1) only certain (officially approved) Canadian vehicle manufacturers could import automotive products duty-free and (2) these manufacturers had to meet specified minimum Canadian value-added and Canadian production-to-sales ratio requirements to qualify for the duty-free importation privilege.

Article I of the Agreement sets forth three objectives:

(a) the creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved;

(b) the liberalization of U.S. and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industry of both countries to participate on a fair and equitable basis in the expanding total market of the two countries; and

(c) the development of conditions in which market forces may operate effectively to attain the most economic pattern of investment, production and trade (Appendix A).

The United States and Canada further agreed to avoid actions which would frustrate the achievement of the Agreement's objectives. The Agreement is of unlimited duration though each Government has the right to terminate on twelve-months notice.

U.S. Implementation

The Agreement, as implemented in the United States by the Automotive Products Trade Act of 1965 (APTA) (see Appendix B), resulted in the removal of U.S. duties on specified new and used Canadian motor vehicles and original equipment automotive parts from Canada. In the United States, duty-free status is provided for imports of vehicles by manufacturers, as well as individuals. Original equipment automotive parts can be imported only by designated motor vehicle manufacturers. Both the Agreement and the APTA limit duty-free treatment by the United States exclusively to articles

from Canada, a violation of the unconditional "most-favored-nation" (MFN) obligations of the United States under Article I of the General Agreement on Tariffs and Trade. As a result, it was necessary for the United States to obtain a waiver from the GATT before it could implement the Agreement.

This waiver, approved on December 20, 1965, provided for an annual report, a review by the GATT contracting parties after two years, a biennial review thereafter, if necessary and consultations with any GATT Contracting Party whose trade was adversely affected by the Agreement To date, the United States has received no requests for such consultations. Once the waiver was approved, the United States was able to implement the Agreement with the signing of the Automotive Products Trade Act of 1965 (APTA) on October 21, 1965. President Johnson proclaimed the tariff modifications effective, retroactive to January 18, 1965. (See Appendix C)

Canadian Implementation

Canada implemented its part of the Agreement somewhat differently. Two "Orders in Council" simultaneously established duty-free treatment, as of January 18, 1965, for imports of specified motor vehicles and original equipment parts for the United States and terminated the duty-remission program. Canada extended duty-free treatment to specified new motor vehicles and original equipment

parts on an MFN basis to all automotive manufacturers who had production facilities in Canada at the time of negotiation for the Agreement. As a result, Canada was not required to obtain a GATT waiver for its Order-in-Council.

The Canadian Government also required motor vehicle manufacturers to furnish Letters of Undertaking to increase Canadian value-added. These letters committed the companies to: (a) specific increases in Canadian value-added to be accomplished by July 31, 1968; and (b) additional increases in the Canadian value-added, annually, by a proportion of any growth in sales in the Canadian market. Although the letters were exchanged between the companies and the Canadian Government, they were signed with the tacit approval of the United States Government. The U.S. Government did not expect these "value-added" safeguards to remain in effect beyond the transitional period and withdrew its tacit approval of the Letters of Undertaking in 1970, well after the passing of the July 31, 1968 deadline.

With the duty-free import privilege in Canada limited to vehicle manufacturers, individuals importing motor vehicles from the United States still were assessed a Canadian duty of 11.4 percent ad valorem in 1984. (This duty decreased from 12.1 percent in 1983 and is scheduled to decrease to 10.7 percent in 1985.) Still, in both countries, only eligible vehicle manufacturers may import original equipment parts and accessories free of duty.

DEVELOPMENTS IN 1984

The North American automotive industry continued its sales recovery in 1984 as the shift in consumer demand towards larger cars intensified and the availability of redesigned and fuel-efficient domestic cars increased. Furthermore, the aggregate North American economy was generally in a period of recovery.

Production in the North American Automotive Industry

Combined motor vehicle production totaled 12.77 million vehicles in 1984, an increase of 19.0 percent over 1983 production (See Tables 1 and 2). Market shares remained virtually unchanged from 1983 with the United States and Canada accounting for 86 and 14 percent,. respectively, of motor vehicle production in the North American market.

United States

Motor vehicle production in the United States totaled 10.94 million units in 1984, an increase of 18.8 percent over 1983 (see Table 1). Passenger car production jumped 14.6 percent to 7.77 million cars, the second increase since the 1977 peak though still about 16 percent below the 9.21 million units produced in 1977. Truck production increased 30.6 percent to 3.17 million units, remaining

14.9 percent below its peak level of 3.72 million units in 1978. The U.S. share of North American car production totaled 88.4 percent in 1984 slightly above an average of 88.1 percent during the last decade while U.S. 1984 truck production amounted to 79.7 percent, down from an average of 81.7 percent for the last ten years.

Canada

Motor vehicle production in Canada rose to 1.83 million units in 1984, 20.0 percent above the 1983 level (see Table 2). The increase in Canadian motor vehicle production surpassed that of the United States by 1.2 percentage points, due mainly to an increase in truck production. Passenger car production increased 5.4 percent to 1.0 million cars, 16.8 percent below the 1973 peak of 1.2 million cars. Production for trucks and buses rose 45.4 percent to 807.7 thousand vehicles, 19.1 percent above its previous peak in 1978 of 677.9 thousand vehicles.

Retail Sales

Total North American retail sales of motor vehicles reached 15.8 million units in 1984, an increase of 17.9 percent over 1983 (see Table 3). U.S. sales rose 18.6 percent to 14.6 million units while

Canadian sales jumped 18.8 percent to 1.3 million units. The increase in sales, which began in 1983, was the second registered in the United States and the third registered in Canada since 1978.

Import penetration in the United States dropped from 22.9 to 21.5 percent of the motor vehicle market, though import sales rose 11.7 percent from the 1983 level. In Canada, import penetration fell from 24.3 percent in 1983 to 22.2 percent in 1984, with import sales rising 8.4 percent from the 1983 level.

Capital Expenditures

In the United States, capital expenditures for plant and equipment by the "big four" automobile producers increased by 74.5 percent over the 1982 level. Capital expenditures in the United States increased largely because of renovations of plants for newly-designed models manufactured in the United States. In Canada, capital expenditures decreased, dropping 43.2 percent from the 1983 amount. Canadian capital expenditures dropped mainly because of differences in the product investment cycles between the United States and Canada. Canada's share of the total North American capital outlay in plant and equipment dropped to 4.6 percent in 1984 from 12.9 percent in 1983 and 5.8 percent in 1982. Canada's share amounted to 14 percent in 1980 and 1981, an increase over the 6 percent recorded in 1965 through 1979.

Prices of Automobiles in North America 1/

Factory list prices for selected 1985 models in Canada were 8.6 to 15.8 percent lower than the same models in the United States. In 1984, prices for the same models ranged from 8.2 to 15.5 percent lower in Canada (see Tables 4, 5 and 6). Price differentials reflect the diverse competitive market conditions between the U.S. and Canadian motor vehicle markets.

United States

During 1984, the U.S. producer price index for cars averaged 221.4, an increase of only 1.8 percent as compared to an increase of 2.2 percent in 1983 (see Table 7). The producer price index for motor trucks in the U.S. climbed 4 percent, against a 2.8 percent increase in 1983. There was less than a 1.0 percent increase in the producer price index for parts. The U.S. consumer price index for new passenger cars continued to show a moderation in the rate of price change, increasing 2.9 percent in 1984 and 2.5 percent in 1983.

1/ Factory list prices, rather than the manufacturers' suggested retail price, have been selected as the basis for automotive price comparisons given the differing tax structures of the United States and Canada. Canada has a federal sales tax on passenger cars (10 percent in 1984 and 1985, with a scheduled increase to 11 percent on January 1, 1986) that is included in the suggested retail price; the United States suggested retail price does not include such a tax.

Canada

The industrial selling price index for passenger cars maintained its rate of increase from 1983 of 3.3 percent (see Table 8). The industrial selling price index for trucks rose a modest 3.2 percent in 1984 compared with 5.3 percent in 1983. Meanwhile, the Canadian consumer price index for passenger cars rose 4.1 percent in 1984 compared to 3.9 percent in 1983.

Employment in the Automotive Industry

Employment in the North American automotive industry rose 13 percent in 1984, averaging 1.1 million employees. 2/ The United States' share of total employment has remained relatively constant for the past five years at a level approaching 90 percent.

United States

Average monthly employment in the U.S. automotive industry rose 14.1 percent to 959,200 employees, the second such increase since 1978 when employment peaked at 1,123,000 employees (see Table 9). The

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2/ Employment includes all employees in the following Standard Industrial Classifications: 371 (which includes 3711, 3713, and 3714) and 3465.

increase in automotive employment was felt in all sectors of the industry. Employment in the motor vehicle (SIC 3711 and 3713) and parts (SIC 3714) sectors rose 14.1 percent to 814,400 employees, and the stamping sector rose 14.2 percent to 99,100 employees.

Canada

Average monthly automotive employment in Canada totaled 118,900, a 5 percent increase from 1983 (see Table 10). The employment level in the parts and accessory sector declined slightly to 57,000 workers, though the level of employment in the automotive assembly sector increased 10.7 percent to 49,500 workers.

Trade in Motor Vehicles and Parts Between the United States and Canada

In 1984, U.S. shipments of automotive products to Canada advanced 30.8 percent totaling $18.5 billion (see Table 11). Assembled vehicles accounted for 34 percent of shipments in 1984, the same as in 1983. Dutiable exports in 1984 were $961 million or 5.2 percent of total automotive product exports to Canada, again the same proportion as in 1983, as well as in 1982 (see Table 12).

Canadian shipments of automotive products to the United States increased 36 percent to $23.0 billion in 1984 (see Table 13). Assembled vehicles accounted for 64 percent of these U.S. imports in 1983 and 1984, as compared to 68 percent in 1982. Dutiable imports in 1984 were $1.4 billion or 5.9 percent of all automotive product shipments from Canada, only a slight increase over the 1983 share.

All duty-free imports from Canada are listed in Table 14 by tariff number. Duty-free automotive products accounted for $4.20 billion of the U.S. deficit in 1984 compared to $2.44 billion in 1983. The deficit in dutiable products amounted to $187 million in 1983 and $389 million in 1984 (see Tables 11 and 12).

Passenger Cars

Since the 1982 decline of automobile sales in Canada and the change in demand for larger cars in the United States induced by stable gasoline prices, automotive trade between the two nations turned around with theUnited States going from a surplus to a deficit position. Subsequently, Canadian auto sales began to recover as U.S. consumer demand for larger cars remained strong. Canada mainly produces intermediate and full-size models. Thus, the change in U.S. demand resulted in Canada exporting relatively more of these vehicles to the United States in 1984 (see Tables 11 and 14).

Trucks

Changes in the truck markets in the two countries in 1984 also adversely affected the U.S. trade balance. Retail sales of North American-built trucks rose 31.3 percent in the United States in 1984, whereas retail sales of these trucks jumped 42 percent in Canada (see Table 3). In response to the increased demand for trucks in the U.S., truck shipments from Canada to the United States rose 11.5 percent to 406,000 vehicles while U.S. truck shipments to Canada increased 36 percent to 68,000 vehicles. The net effect of changes in truck trade flow was an additional $200 million increase in Canada's motor vehicle surplus.

Parts

In relative growth terms, changes in motor vehicle parts trade were favorable to Canada in 1984, although the United States retained its traditional surplus in parts trade. The 1984 balance of $4 billion was $609 million higher than in 1983, surpassing even the surplus of 1982 (see Table 11). Excluding tires and tubes, U.S. parts exports jumped 23.6 percent in 1984 to $11.9 billion, compared to a 38.6 percent increase in Canadian parts exports to $7.9 billion (see Tables 12 and 13).

Increased motor vehicle production in the United States in 1984 also generated increased parts shipments from Canada including shipments from the Ford engine plant and the General Motors transmission plant in Windsor, Ontario. During 1984, the "parts-not-specifically-provided-for" category of shipments accounted for $2,449.7 million; engines and engine parts, $1,635.7 million; transmissions, $684.5 million; auto furniture, $379.5 million; brakes, $180.0 million; bumpers, $127.0 million; and wheels, $184.6 million.

Automotive Trade Statistics

A series of consultations in 1970 between government statistical experts from both the United States and Canada led to an agreement to cooperate in the preparation of a complete accounting of automotive products trade.

The export statistics of neither country are sufficiently detailed to reflect accurately all trade covered by the Agreement. This situation mainly results from trade in components that are not exclusively automotive-related (e.g., pipe fittings, engine parts, fabric for seat covers, etc.). A joint U.S.-Canadian committee studying overall bilateral trade statistics found that a substantial

amount of automotive product exports is never reported. 3/

Accordingly, the two nations agreed that each would use its own statistics (in which all products eligible for duty-free treatment are broken down separately) to report imports and the other country's import statistics to report exports. Tables 11, 12, and 13 were prepared using this method which is accepted by the United States and Canada as the most accurate way to measure trade under the Agreement.

The U.S. import trade data for 1978 through 1981 reflects "free alongside ship" (f.a.s.) import values -- the actual transaction values of imports at the port of exportation -- as published by the Bureau of the Census. Starting in 1982, Census discontinued its use of f.a.s. data for compilation of import statistics. Import data for the years 1982-1984 in Tables 11, 13, 15 and 17 are now "customs value basis" statistics -- the U.S. Custom Service's appraised value of imports pursuant to Section 402 and 402a of the Tariff Act of 1930, as amended.

3/ The study titled The Reconciliation of U.S.-Canada Trade Statistics 1970, a Report by the U.S.-Canada Trade Statistics Committee, was published jointly by the U.S. Department of Commerce, Bureau of the Census, and Statistics Canada.

U.S. Automotive Trade With Countries Other Than Canada 4/

The value of U.S. automotive imports (excluding Canada) reached $32 billion, a 29 percent increase over 1983. These imports comprised sixty percent of all automotive product imports, the same percentage as in 1983 (see Table 15).

After Canada, Japan is the largest supplier of automotive goods to the United States (See Table 17). Japan accounted for 35 percent of total 1984 automotive imports (including Canada) and 60 percent of 1984 imports when Canada is excluded. West Germany, our third largest supplier, accounted for 11 percent of total 1984 imports and 19 percent of imports from countries other than Canada.

The separate identification of parts (Canada excluded) used in original equipment market applications and in aftermarket applications is not possible in the statistical data. The proportion of parts used in original equipment assembly operations is relatively small. However, the recent increase in the number of foreign producers (including Volkswagen, Honda, Nissan, Daimler-Benz

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4/ The statistics used in tables concerning this material are based entirely on Bureau of the Census data. Therefore, data in Tables 15, 16 and 17 are not comparable with data in Tables 11, 12 and 13.

and Volvo) assembling their products domestically, and the increase of foreign-produced engines and transaxles are contributing to the growing volume of parts imported for original equipment assembly.

Responding to general improvements in world economic conditions, exports of U.S. automotive products to countries other than Canada rose to $5.3 billion in 1984, an increase of 24.4 percent from 1983. Car and truck exports dropped 10.8 percent and 90.6 percent, respectively. Parts exports, which were $3.2 billion in 1983, grew 23.2 percent to $3.9 billion in 1984 (see Table 15).

Mexico remained the second largest market for U.S. exports of automotive products, increasing its market share from 19 percent to 31 percent ($1.4 billion) of U.S. exports to countries other than Canada (see Table 16). Saudi Arabia remained the third largest export market in 1984, receiving shipments valued at $410 million, followed by Venezuela at $384 million.

Automotive products accounted for 8.9 percent of total exports of all commodities in 1984, an increase from the 8.2 percent share in 1983. Imports of automotive products in 1984 were 16.3 percent of total commodity imports, up from 15.9 percent in 1983 (see Tables 16, 17 and 18).

Canadian Automotive Trade With Countries Other Than the United States

Canadian exports of automotive products to countries other than the United States had a value of $506 million (U.S. dollars) in 1984, a 17 percent increase from 1983, though amounting to only 2.2 percent of total Canadian automotive exports (see Table 19). Excluding the United States, exports of vehicles in 1984 rose 27 percent from the previous year to $295 million (see Table 19).

The West Indies tripled the value of its purchases of automotive products from Canada becoming its largest single overseas market in 1984. The West Indies accounted for only 6.5 percent of Canada's total automotive product exports (excluding the United States), followed closely by Australia at 5.9 percent (see Table 19).

Imports to Canada from countries other than the United States were $2.7 billion, a 44 percent increase from 1983 (see Table 20). (Imports from the United States accounted for 87 percent of total Canadian automotive imports.) Imports of parts and accessories more than doubled during the year reaching $925 million and accounting for much of the increased imports during 1984. Imports of motor vehicles increased 23 percent in 1984 to $1.8 billion, with imports of passenger cars rising by 30 percent and truck and bus imports by a modest 3 percent.

Excluding the United States, Japan is by far the largest foreign supplier of automotive products to Canada. In 1984, the Japanese supplied 56 percent of Canada's automotive imports (see Table 20). Imports of Japanese motor vehicles grew 10 percent in 1984, accounting for 72 percent of Canadian car and truck imports (from countries other than the U.S.). Parts exported by Japan and Sweden, the two largest exporters to Canada, increased 18 and 39 percent, respectively. This rise reflects the further penetration of Japanese products in the Canadian market and the expanding production of Volvo's Canadian assembly plant.

"Bona Fide" Motor Vehicle Manufacturers

Under the Automotive Products Trade Act of 1965, original motor vehicle equipment imported from Canada is duty-free when made pursuant to an order, contract, or letter of intent from a "bona fide motor vehicle manufacturer" in the United States. The Act defines a bona fide manufacturer as a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have (a) produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months and (b) installed facilities in the United States to produce 10 or more complete motor vehicles per 40-hour week. The Secretary of Commerce has delegated the responsibility for certification to the Director of the Office of

Automotive Industry Affairs within the International Trade Administration.

A firm is regarded as having the capacity to produce a complete motor vehicle only if its operations include the assembly of two or more major components (e.g. the attachment of a body to a chassis) to create a new motor vehicle ready for use. Certified manufacturers must be engaged in one or more of the following types of business: (a) the manufacturing of motor vehicles, including motor vehicle chassis; (b) the manufacturing and installation of motor vehicle bodies and other motor vehicle equipment on new chassis; and (c) the installation of motor vehicle bodies, trailer hitches known as fifth wheels, and other motor vehicle equipment on new chassis.

The Rules and Regulations published in Part 615, Chapter VI, Title 15 of the Code of Federal Regulations outline procedures for filing by motor vehicle manufacturers. They also provide for preparation, maintenance, and annual publication in the Federal Register of a list of these manufacturers. Certification of a manufacturer is valid for a twelve-month period from the date the Secretary determines the manufacturer is qualified. Certification is renewable.

Certified manufacturers in the United States are located in 40 states, with Michigan, Indiana, Ohio, New York, Texas, Pennsylvania, Wisconsin, Illinois, and California leading the list in number of establishments. As of November 1, 1985, a total of 228 U.S. motor vehicle manufacturers were certified as "bona fide" (see Appendix D.) The Government of Canada lists 89 Canadian firms that, as of May 31, 1985, are considered motor vehicle manufacturers (see Appendix E).

Government Actions

In response to a previous Canadian Government and private sector review of Canada's automotive policies. Canada reduced the federal sales tax on motor vehicles and instituted tariff preferences on automotive products from developing countries. The Canadian Government also commissioned studies of the automotive industry, human resources and opportunities for expanded automotive parts production in Canada. The creation of an Office of Automotive Affairs was rejected. The recommendation which would have the farthest reaching effects on the U.S. - Canadian Automotive Agreement is the formation of the Automotive Council. This and other recommendations are still under consideration.

In 1981, the Japanese Government placed unilateral restraints on automobile exports to the United States and Canada. From April 1, 1981 to March 31, 1984, Japan held its annual exports (including passenger cars, stations wagons, passenger vans and certain utility vehicles) to the United States at 1,762,500 units and to Puerto Rico at 70,000 units. In November 1983, the Japanese Government announced it would limit automobile exports to the United States and Puerto Rico for a fourth year at 1,940,850 and 77,080 units, respectively.

From April 1981 to March 1982, Japan limited its annual automobile exports to Canada to 174,000 units. Japan held its automobile exports to Canada at 153,000 units in January 1982 through December 1982. From January 1983 through June 1983, the Japanese Government restricted automobile exports to 79,000 units. From April 1983 through March 1984, automobile export limits were 153,000 units. Between April 1984 and March 1985, Japanese automobile exports to Canada were limited to 170,400 units. (Some overlap in the different restraint time periods did exist.) In March 1985, Japanese vehicles were limited to 18 percent of the Canadian automobile market. The Canadian government may be willing to increase that percentage if the Japanese motor vehicle manufacturers increase their investment commitments in Canada.

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TABLE 1.--U.S. MOTOR VEHICLE PRODUCTION
CALENDAR YEARS 1965 and 1970-1984

(Thousands of Units)

Year	Passenger Cars	Trucks and Buses	Total
1965	9,335.2	1,802.6	11,137.8
1970	6,550.1	1,733.8	8,283.9
1971	8,583.7	2,088.0	10,671.7
1972	8,828.2	2,482.5	11,310.7
1973	9,667.1	3,014.4	12,681.5
1974	7,324.5	2,746.5	10,071.0
1975	6,716.9	2,269.6	8,986.5
1976	8,497.9	2,999.7	11,497.6
1977	9,213.6	3,489.1	12,702.8
1978	9,176.6	3,722.6	12,891.7
1979	8,433.7	3,046.3	11,480.0
1980	6,375.5	1,632.8	8,008.3
1981	6,253.1	1,689.8 1/	7,942.9
1982	5,073.5	1,912.1	6,985.6
1983	6,781.2	2,424.2	9,205.4
1984	7,773.3	3,167.0	10,940.3

1/ MVMA discontinued its tabulation of truck and bus production figures in 1980. Subsequent data for this item are from Ward's Automotive Reports, Truck Production.

Source: Motor Vehicle Manufacturers' Association
Prepared by: U.S. Department of Commerce, Office of Automotive and Consumer Goods

TABLE 2.--CANADIAN MOTOR VEHICLE PRODUCTION
CALENDAR YEARS 1965 and 1970-1984

(Thousands of Units)

Year	Passenger Cars	Trucks and Buses	Total
1965	706.8	139.8	846.2
1970	923.4	236.1	1,159.5
1971	1,083.2	263.6	1,346.8
1972	1,154.5	319.9	1,474.4
1973	1,227.5	347.4	1,574.9
1974	1,165.6	361.7	1,527.3
1975	1,044.8	379.2	1,424.5
1976	1,137.3	502.8	1,640.1
1977	1,162.5	612.9	1,775.4
1978	1,139.6	677.9	1,817.5
1979	987.7	644.0	1,631.7
1980	846.8	527.5	1,374.3
1981	803.1	519.7	1,322.8
1982	807.6	468.8	1,276.5
1983	968.9	555.5	1,524.4
1984	1,021.5	807.7	1,829.2

Source: Statistics Canada

TABLE 3.--RETAIL SALES OF MOTOR VEHICLES, 1965 and 1970-1984
(Thousands of Units)

SALES IN THE UNITED STATES

	AUTOMOBILES			TRUCKS			
Year	North American Type	Overseas Import Type	TOTAL	North American Type	Overseas Import Type	TOTAL	TOTAL VEHICLE
1965	8,763	569	9,332	1,539	44	1,583	10,915
1970	7,120	1,285	8,405	1,746	65	1,811	10,216
1971	8,681	1,570	10,251	2,011	85	2,096	12,347
1972	9,327	1,623	10,950	2,486	143	2,632	13,575
1973	9,676	1,763	11,439	2,916	228	3,144	14,583
1974	7,454	1,413	8,867	2,512	171	2,683	11,550
1975	7,053	1,587	8,640	2,249	231	2,480	11,120
1976	8,611	1,498	10,109	2,944	237	3,181	13,290
1977	9,109	2,075	11,184	3,353	323	3,676	14,860
1978	9,312	2,000	11,312	3,773	336	4,109	15,421
1979	8,328	2,330	10,658	3,010	469	3,479	14,137
1980	6,581	2,390	8,971	2,002	486	2,488	11,459
1981	6,209	2,327	8,536	1,811	449	2,260	10,796
1982	5,759	2,214	7,973	2,146	410	2,556	10,529
1983	6,833	2,346	9,179	2,654	464	3,118	12,297
1984	7,965	2,531	10,495	3,485	608	4,094	14,589

Source: Motor Vehicle Manufacturers' Association and Ward's Reports

SALES IN CANADA

	AUTOMOBILES			TRUCKS			
Year	North American Type	Overseas Import Type	TOTAL	North American Type	Overseas Import Type	TOTAL	TOTAL VEHICLE
1965	634	75	709	120	2	122	831
1970	497	143	640	125	9	134	774
1971	592	188	780	147	13	160	940
1972	654	205	859	190	17	207	1,066
1973	783	188	971	235	20	256	1,227
1974	797	146	943	288	19	307	1,249
1975	836	154	989	310	17	327	1,317
1976	793	153	946	331	14	345	1,291
1977	798	194	991	338	16	354	1,345
1978	816	173	989	364	13	377	1,366
1979	864	139	1,003	381	12	393	1,396
1980	747	191	932	310	21	331	1,263
1981	647	257	904	251	36	287	1,191
1982	489	224	713	167	40	207	921
1983	625	218	843	193	45	238	1,081
1984	725	246	971	274	39	312	1,284

Source: Statistics Canada
Note: Figures may not add to totals due to rounding

TABLE 4. -- PRICE OF TYPICAL SUBCOMPACT 3-DOOR HATCHBACK WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1982-1985

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars 4/	Amount U.S. Dollars	Percent
1982 Model Introduction					
Factory List Price 1/	6,258	6,865	5,707	(551)	(8.8)
Sales/Excise Tax 2/	7	618	514	507	
Manufacturer's Suggested Retail Price 3/	6,265	7,483	6,221	(44)	(0.1)
1983 Model Introduction					
Factory List Price 1/	6,067	6,852	5,570	(497)	(8.2)
Sales/Excise Tax 2/	7	617	502	495	
Manufacturer's Suggested Retail Price 3/	6,074	7,469	6,072	(2)	--
1984 Model Introduction					
Factory List Price 1/	6,337	7,126	5,784	(553)	(8.7)
Sales/Excise Tax 2/	7	641	520	513	
Manufacturer's Suggested Retail Price 3/	6,344	7,767	6,304	(40)	(0.6)
1985 Model Introduction					
Factory List Price 1/	6,260		7,576		
Sales/Excise Tax 2/					
Manufacturer's Suggested Retail Price 3/					

1/ Prices are quoted for identical cars with comparable standard equipment at the time they were introduced as 1985 models.

2/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

3/ Manufacturer's suggested retail price includes factory list price, federal sales tax or excise tax including that on tires and tube, and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

4/ Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $0.83136 U.S., model year 1982; $0.81294 U.S., model year 1983; $0.81169 U.S., model year 1984; $0.76 U.S., model year 1985.

TABLE 5. -- PRICE OF TYPICAL 4-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1982-1985

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars 4/	Amount U.S. Dollars	Percent
1982 Model Introduction					
Factory List Price 1/	7,044	7,717	6,415	(629)	(8.9)
Sales/Excise Tax 2/	9	631	525	516	
Manufacturer's Suggested Retail Price 3/	7,053	8,348	6,940	(113)	(1.6)
1983 Model Introduction					
Factory List Price 1/	7,408	7,699	6,259	(1,149)	(15.5)
Sales/Excise Tax 2/	9	691	562	553	
Manufacturer's Suggested Retail Price 3/	7,417	8,390	6,821	(569)	(8.0)
1984 Model Introduction					
Factory List Price 1/	7,581	8,067	6,548	(1,033)	(15.8)
Sales/Excise Tax 2/	8	617	501	493	
Manufacturer's Suggested Retail Price 3/	7,589	8,684	7,049	(540)	(7.7)
1985 Model Introduction					
Factory List Price 1/	7,792	8,217	6,245	(1,547)	(19.9)
Sales/Excise Tax 2/		698	530	530	
Manufacturer's Suggested Retail Price 3/	7,792	8,915	6,775	(1,017)	(13.0)

1/ Prices are quoted for identical cars with comparable standard equipment at the time they were introduced as 1985 models.

2/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

3/ Manufacturer's suggested retail price includes factory list price, federal sales tax or excise tax including that on tires and tube, and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

4/ Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $0.83136 U.S., model year 1982; 0.81294 U.S., model year 1983; 0.81169, model year 1984; $0.76 U.S., model year 1985.

TABLE 6. -- PRICE OF TYPICAL 2-DOOR SEDAN, WITH COMPARABLE STANDARD EQUIPMENT IN THE UNITED STATES AND CANADA, MODEL YEARS, 1982-1985

	Price in United States Dollars	Price in Canada		Canadian Price Differential Over (Under) U.S. Price	
		Canadian Dollars	United States Dollars 4/	Amount U.S. Dollars	Percent
1982 Model Introduction					
Factory List Price 1/	8,305	9,304	7,735	(570)	(6.9)
Sales/Excise Tax 2/	8	722	600	592	
Manufacturer's Suggested Retail Price 3/	8,313	10,026	8,335	22	0.3
1983 Model Introduction					
Factory List Price 1/	8,051	8,955	7,280	(771)	(9.6)
Sales/Excise Tax 2/	8	695	785	777	
Manufacturer's Suggested Retail Price 3/	8,059	9,650	7,845	(214)	(2.7)
1984 Model Introduction					
Factory List Price 1/	7,702	8,739	7,093	(609)	(8.6)
Sales/Excise Tax 2/	9	678	550	541	
Manufacturer's Suggested Retail Price 3/	7,711	9,417	7,643	(68)	(0.9)
1985 Model Introduction					
Factory List Price 1/					
Sales/Excise Tax 2/					
Manufacturer's Suggested Retail Price 3/					

1/ Prices are quoted for identical cars with comparable standard equipment at the time they were introduced as 1985 models.

2/ Canadian sales tax; U.S. excise tax on passenger cars and light trucks repealed as of August 15, 1971, except for tires.

3/ Manufacturer's suggested retail price includes factory list price, federal sales tax or excise tax including that on tires and tube, and dealer delivery and handling, but excludes destination charges, state and local taxes, license and title fees.

4/ Canadian dollars converted to U.S. dollars at following exchange rates: $1.00 Canadian = $083136 U.S., model year 1982; $0.81294 U.S., model year 1983; $0.81169, model year 1984; $0.76 U.S., model year 1985.

Table 7. -- Price Indexes for Automotive Equipment
in the United States
Annual Average 1965 and 1970-1984
(1967=100)

Year	Producer price index			Consumer price index
	Passenger Cars	Motor Trucks	Motor Vehicle Parts 1/	New passenger cars
1965	100.1	97.5	--	100.9
1970	106.6	110.9	112.9	107.6
1971	112.2	118.5	120.2	112.0
1972	114.9	121.1	126.0	111.0
1973	115.4	123.0	129.0	111.1
1974	123.1	136.9	143.8	117.5
1975	134.2	152.4	172.8	127.6
1976	142.2	164.6	182.7	135.7
1977	150.6	177.5	195.6	142.9
1978	161.6	193.4	208.6	153.8
1979	174.4	210.8	225.8	166.0
1980	189.3	232.4	252.4	179.3
1981	204.8	263.8	319.9	190.2
1982	212.9	282.4	346.2	197.6
1983	217.5	290.4	352.1	202.6
1984	221.4	302.1	353.3	208.5

1/ The index for "motor vehicle parts" was first computed in 1967. Comparable data for earlier years are not available.

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 8. -- Price Indexes for Automotive Equipment in Canada
Annual average 1965 and 1970-1984
(1967=100)

Year	Industrial Selling Price Index 1/					Consumer Price Index
	Passenger Cars 2/			Motor Trucks	Motor Vehicle Parts and Accessories	New Passenger Cars
	Total 3/	Hardtop	4-door sedan			
1965		100.4	101.0	99.6	98.1	100.3
1970		101.6	104.2	107.9	105.8	104.2
1971	100.0	103.6	105.8	113.6	107.3	107.9
1972	101.7	105.5	107.8	116.3	109.9	110.1
1973	100.7			117.9	113.5	110.5
1974	106.8			129.9	123.3	118.3
1975	114.2			143.0	140.7	126.0
1976	117.4			153.5	153.6	133.1
1977	126.4			167.8	169.1	142.1
1978	136.6			185.6	187.7	154.7
1979	153.1			209.3	202.8	173.4
1980	172.2			232.6	224.0	193.8
1981	192.4			265.1	245.7	216.0
1982	199.4			281.8	270.8	226.2
1983	206.0			296.8	276.7	235.0
1984	212.9			306.4	288.2	244.7

1/ The industrial selling price indexes were revised in 1969 and in 1976. The classifications shown here are the new series. 1965 is not entirely comparable with later data.

2/ The average index for passenger cars was introduced in January 1971; the indexes for individual passenger car models were discontinued in October 1973.

3/ 1971=100

Source: Statistics Canada.
Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

Table 9.--Total Employment in the U.S. Automotive Products Industry, Based on U.S. 1972 Standard Industrial Classification (SIC), Annual Average 1972-1984

(Thousands of Employees)

Year	Total Motor Vehicles and Equipment (SIC 371)	Motor Vehicles and Passenger Car Bodies (SIC 3711)	Truck and Bus Bodies (SIC 3713)	Parts and Accessories (SIC 3714)	Automotive Stampings (SIC 3465)
1972	874.8	415.2	46.1	383.0	104.5
1973	976.5	461.6	51.3	429.9	110.9
1974	907.7	416.2	54.8	402.7	95.5
1975	792.4	375.3	45.5	352.0	82.1
1976	881.0	415.9	43.7	399.0	99.5
1977	947.3	443.0	45.8	426.5	110.7
1978	1,004.9	469.8	45.3	451.9	118.3
1979	990.4	463.0	46.1	441.1	117.6
1980	788.8	368.1	39.7	349.5	95.3
1981	788.7	358.7	37.0	363.3	93.7
1982	699.3	317.5	31.5	323.3	81.4
1983	753.7	349.1	32.0	339.5	86.8
1984	860.1	390.9	36.2	387.3	99.1

Source: U.S. Department of Labor, Bureau of Labor Statistics.

Table 10.--Average Monthly Employment in the Canadian Automotive Products Industry
Based on Canadian 1960 Standard Industrial Classification (SIC)
1972-1984

(Thousands of Employees)

Year	Total Motor Vehicles and Equipment (SIC 323-5)	Assembling (SIC 323)	Parts and Accessories (SIC 325)
1972 1/	97.5	41.9	41.4
1973	108.8	45.2	48.8
1974	108.2	47.1	45.9
1975	99.0	43.4	41.2
1976	106.8	46.4	46.2
1977	111.8	50.8	48.5
1978	116.4	52.6	51.2
1979	115.7	52.9	49.0
1980	96.7	44.5	39.6
1981	97.1	43.7	42.6
1982	89.8	43.0	39.4
1983 March	89.8	42.4	41.2
1983 March 2/	102.7	40.6	51.1
1983 Mar-Dec.	113.6	44.7	57.2
1984	118.9	49.5	56.9

1/ Old Survey Data: 1960 industrial classification and establishments with 20 or more employees.

2/ New Survey Data: 1970 industrial classification and establishments of all sizes and new sample survey.

Source: Statistics Canada.
Prepared by: U.S. Department of Labor, Bureau of Labor Statistics.

TABLE 11
U.S.-CANADIAN TRADE IN AUTOMOTIVE PRODUCTS, 1964 and 1978-1984
U.S. EXPORTS TO CANADA/U.S. IMPORTS FROM CANADA

(Millions of U.S. Dollars)

	1964	1978	1979	1980	1981	1982	1983	1984
U.S. EXPORTS 1/								
Cars	34	2,613	3,147	2,906	3,095	2,323	3,919	4,698
Trucks	23	1,158	1,654	1,044	1,122	705	905	1,574
Parts	577	7,080	7,344	6,478	7,701	7,823	9,105	11,924
Subtotal	634	10,851	12,145	10,428	11,918	10,851	13,929	18,196
Tires and Tubes	6	113	128	124	137	119	181	266
TOTAL EXPORTS 2/	640	10,964	12,273	10,552	12,055	10,970	14,110	18,462
U.S. IMPORTS 3/								
Cars	18	4,129	3,707	3,802	4,295	5,805	7,278	10,110
Trucks	4	2,036	1,978	1,893	2,622	3,196	3,599	4,543
Parts	49	4,160	3,831	2,888	3,462	3,963	5,724	7,934
Subtotal	71	10,325	9,516	8,583	10,379	12,964	16,601	22,587
Tires and Tubes	5	167	199	196	239	328	340	461
TOTAL IMPORTS	76	10,492	9,715	8,779	10,618	13,292	16,941	23,048
NET BALANCE	+563	+472	+2,558	+1,773	+1,437	-2,322	-2,831	-4,586

1/ Source: Statistics Canada (Canadian import data). Parts exports (Canadian imports) have been adjusted to exclude tooling charges in millions of U.S. dollars as follows: 1978=$235; 1982=$409, 1983=$464, 1984=$533.
Data exclude U.S.-Canadian trade in materials for use in the manufacture of automotive parts.
Canadian dollars converted to U.S. dollars at following exchange rates:

1964:	.$1.00 Canadian = $0.9250 U.S.
1978:	= $0.8871
1979:	= $0.85471
1980:	= $0.83560
1981:	= $0.84382
1982:	= $0.80743
1983:	= $0.80199
1984:	= $0.77202

2/ Totals may not add due to rounding.

3/ Source: U.S. Department of Commerce, Bureau of the Census.

TABLE 12
UNITED STATES AUTOMOTIVE EXPORTS TO CANADA
CALENDAR YEARS 1982-1984

(Millions of U.S. Dollars)

	1982	1983 2/	1984
Automotive Exports: 1/			
Duty Free:			
Passenger cars	2,264.8	3,828.5	4,633.1
Trucks, buses, and chassis	680.7	857.9	1,485.5
Parts and accessories	7,457.8	8,672.6	11,378.3
Tires and tubes	2.6	4.3	4.7
Total, Duty-free	10,405.9	13,363.3	17,501.6
Dutiable:			
Passenger cars	58.1	90.[illegible]	64.8
Trucks, buses, and chassis	24.3	47.6	88.5
Parts and accessories	365.0	407.6	546.0
Tires and tubes	116.4	176.4	261.6
Total, Dutiable	563.7	722.0	961.0
Total Duty-free and Dutiable:			
Passenger cars	2,322.9	3,918.9	4,697.9
Trucks, buses, and chassis	705.0	905.5	1,574.0
Parts and accessories	7,822.8	9,080.2	11,924.3
Tires and tubes	118.9	180.7	266.4
Total, Automotive Exports	10,969.6	14,085.3	18,462.6

1/ Canadian import data converted to U.S. dollars:
C $1.00 = U.S. $0.80743, December 1982
C $1.00 = U.S. $0.80199, December 1983
C $1.00 = U.S. $0.77202, December 1984
(Totals may not add due to rounding.)

2/ Data has been adjusted to exclude tooling charges:
1982: $409 (millions of U.S. dollars)
1983: $464
1984: $533

Source: Statistics Canada

TABLE 13
UNITED STATES AUTOMOTIVE IMPORTS FROM CANADA
CALENDAR YEARS 1982-1984

(Millions of U.S. Dollars)

	1982	1983	1984
Automotive Imports: 1/			
Duty Free: 2/			
Passenger cars	5,783.1	7,255.3	10,087.1
Trucks, buses, and chassis	3,142.5	3,575.6	4,511.8
Parts and accessories	3,475.6	5,181.4	7,098.2
Total, Duty-free	12,401.2	16,012.3	21,697.1
Dutiable:			
Passenger cars	21.7	22.6	22.5
Trucks, buses, and chassis	53.8	23.4	30.9
Parts and accessories	487.4	542.5	836.3
Tires and tubes	327.9	339.7	460.5
Total, Dutiable	890.8	928.2	1,350.2
Total Duty-Free and Dutiable:			
Passenger cars	5,804.8	7,277.9	10,109.6
Trucks, buses, and chassis	3,196.3	3,599.0	4,542.7
Parts and accessories	3,963.0	5,723.9	7,934.5
Tires and tubes	327.9	339.7	460.5
Total, Automotive Imports	13,292.0	16,940.4	23,047.3

1/ 1982 U.S. imports are "customs value basis" or values as appraised by the U.S. Customs Service. Canadian automotive imports are valued on a similar basis.

2/ U.S. automotive product imports from Canada duty-free under the United States-Canada Automotive Agreement.

Source: U.S. Department of Commerce, Bureau of the Census.

Table 14.--VALUE OF CANADIAN MOTOR VEHICLES AND ORIGINAL MOTOR VEHICLE EQUIPMENT (CANADIAN ARTICLES) IMPORTED DUTY-FREE FROM CANADA INTO THE UNITED STATES UNDER THE AUTOMOTIVE PRODUCTS TRADE ACT OF 1965 (APTA), BY TSUSA NUMBER 1981-1984

(Thousands of U.S. Dollars) 1/

TSUSA Number	Commodity	1981	1982	1983	1984
692.0310	Automotive trucks, exc. truck tractors, gasoline	1,759,510	2,207,758	2,313,656	3,213,541
692.0320	Automobile trucks, exc. truck tractors, diesel	126,988	365,305	406,005	428,606
692.0330	Automobile truck tractors, gasoline	6,563	893	984	5,774
692.0350	Automobile truck tractors exc. gasoline (diesel)	17,150	15,525	16,534	44,833
692.0720	Motor buses, gasoline	143,641	144,503	186,830	223,387
692.0740	Motor buses, exc. gasoline	143,827	92,562	82,957	83,680
692.1110	Four-wheel passenger cars, new, not over 4 cylinders	784,664	891,336	1,296,799	3,047,003
692.1115	Four-wheel passenger cars, new, not over 6 cylinders	1,319,514	1,278,350	2,457,865	2,350,889
692.1130	Four-wheel passenger cars, new, over 6 cylinders	2,168,636	3,595,999	3,486,245	4,674,408
692.1135	Four-wheel passenger cars, new, n.s.p.f	479	627	459	731
692.1140	On-the-highway, four-wheeled automobiles, used	1,669	16,744	13,974	14,108

1/ F.A.S Values, 1981; Customs Value Basis, 1982 - 1984.

TABLE 14.--CONTINUED

TSUSA Number	Commodity	1981	1982	1983	1984
692.1160	Vehicles which operate in whole or in part on runners or skis.....	17,020	18,583	17,698	33,578
692.1180	Motor vehicles, n.e.s., exc. motor-cycles.....	9,647	8,815	5,908	4,618
692.2170	Chassis for motor buses.....	---	310	6,884	11,940
692.2180	Chassis for automobiles trucks and truck tractors.....	229,900	242,762	511,042	389,136
692.2360	Chassis for passenger automobiles.....	25	---	16	48
692.2380	Chassis for pass. motor vehicles n.s.p.f.	---	1,637	505	1,017
692.3120	Auto truck tractors, gas fueled, imported without trailers.....	158	86	225	621
692.3140	Auto truck tractors, exc gas, imported without trailers.....	66,655	43,798	26,344	71,018
	Total duty-free passenger cars.....	4,274,987	5,783,056	7,255,341	10,087,139
	Total duty-free truck, bus, sp. veh.....	2,521,059	3,142,537	3,575,589	4,511,799
	Total duty-free motor vehicles.....	6,796,046	8,925,593	10,830,930	14,598,938

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
207.0100	Articles of wood, n.s.p.f.....	---	---	1	---
220.4900	Cork disks, wafers etc., exc. tapered...	9	6	34	3
355.2700	Felt, batting, wadding.....	161	35	926	1,182
357.9100	Hoses of veg. fiber.....	---	---	---	---
357.9600	Hoses for liquids or gases, manmade.....	---	---	---	---
358.0300	V-belts, textile fibers & rubber.....	68	61	165	466
361.9000	Floor coverings and underlays, textile.....	7,888	8,781	15,049	25,393
389.8000	Textile articles n.s.p.f.....	1,170	1,487	1,983	1,045
516.9800	Cut or stamped mica.....	12	---	---	---
517.8200	Brushes for elec. generators, etc.....	156	161	228	208
535.1500	Ceramic magnet & elect. wares n.e.s. Ceramic insulators.....	17	1	9	---
540.7200	Glass fiber filter, not over 25lbs. per cubic foot, n.e.s.....	36	99	13	91
544.1700	Glass, drawn or blown & over 15/32 inch in thickness.....	---	2	---	---
544.2000	Glass processed, n.e.s.....	15	110	31	250
544.3200	Toughened glass, shaped or formed.....	28,116	42,365	44,235	60,050
544.4200	Laminated glass.....	5,841	14,371	34,706	52,167
544.5200	Mirrors not over 1 square ft. reflecting area.....	1,540	1,019	641	643

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
544.5500	Mirror over 1 square foot reflecting are.....	5	6	14	16
545.6200	Glass lens & filters and parts.....	---	---	---	---
545.6400	Glass reflecting lenses, buttons n.e.s.....	4	---	1	---
547.1600	Clock glass, curved surface, n.e.s.....	---	---	---	---
610.8100	Pipe & tube fittings, n.e.s.....	497	533	910	112
613.1600	Pipe & tube fittings, copper.....	---	---	---	---
613.1900	Pipe & tube fittings, other.....	160	154	172	190
618.4800	Pipe, tubes, blanks, fittings of aluminum.....	9	---	20	9
620.4700	Nickel pipe & tube fittings.....	5	---	1	8
642.2100	Ropes, cables, etc. with fittings.....	4,850	2,731	6,540	5,588
642.8600	Wire cloth copper cut shape.....	---	---	---	---
642.8800	Wire cloth other than copper etc. cut to shape.....	1	15	1	1
646.7910	Bolts, if Canadian article & original motor vehicle equipment.....	8,938	9,126	12,975	18,348
646.7920	Nuts, if Canadian article & original motor vehicle equipment.....	12,792	11,312	14,034	16,071
646.7930	Screws, if Canadian article & original motor vehicle equipment.....	16,817	14,688	18,523	20,375
646.7940	Bolts, nuts, screws, etc. n.s.p.f. Canadian art, for orig. MV equipment....	3,385	3,380	4,168	6,178

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
646.9300	Locks and padlocks, n.e.s.....	151	73	183	740
647.0200	Hinges, fittings, mountings of iron, steel, aluminum or zinc for motor veh...	41,073	48,738	78,098	115,367
647.0600	Other hinges, fittings & mountings.....	61	1,145	153	212
652.1000	Flex metal hose or tubing.....	597	13	---	9
652.3900	Chains and parts of base metals.....	86	70	238	72
652.7600	Sign plates, name plates, numbers etc. of base metal.....	646	758	436	427
652.8500	Springs & leaves for motor vehicle suspension.....	73,832	68,843	92,075	124,464
652.8700	Hairsprings.....	22	22	66	19
652.8900	Other springs.....	7,801	8,378	9,787	13,807
658.1000	Metal articles n.s.p.f.....	13,829	11,607	17,758	26,603
660.4300	Piston type compression-ignition engines.	---	9	---	---
660.4900	Piston type engines ex-diesel.....	488,048	632,364	1,013,837	1,370,253
660.5700	Piston type engines ex-diesel, n.s.p.f..	22	21	80	5
660.6300	Non piston type engines.....	82	---	1	2
660.6800	Parts of piston type engines other than compression ignition engines.....	123,153	152,274	193,679	265,428
660.7200	Parts internal combustion engine n.e.s..	1,168	1,362	2,358	6,453
660.8600	Non electric engines, motores & parts n.s.p.f.....	131	452	454	654

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
660.9300	Fuel injection pumps for compression ignition engines and parts.....	299	38	6	63
660.9800	Pumps for liquids n.e.s and parts.....	29,982	27,164	37,405	47,098
661.0700	Fans, blowers and parts n.e.s.....	19,282	13,956	24,376	32,285
661.1300	Compressors and parts.....	431	499	1,161	7,261
661.1600	Air pumps, vacuum pumps and parts.....	---	---	1	58
661.2100	Air conditioning machines and parts.....	2,390	2,908	4,776	7,467
661.3600	Refrig. and refrig. equipment.....	57	451	782	761
661.9300	Other cast iron parts.....	25	9	21	14
661.9600	Other parts for filtering machines n.e.s.	209	110	213	306
662.3600	Piston pump sprays and parts.....	16	10	17	335
662.5100	Other mechanical appliances n.e.s. for dispersing liquids.....	985	583	585	746
664.1100	Material handling equipment n.e.s.....	13,402	12,711	19,234	23,172
678.5100	Tape playing machines n.s.p.f. & parts..	6,677	15,964	48,996	80,476
680.1600	Taps, cocks, valves and parts, copper...	24	4	2	46
680.1800	Valves hand operated iron or steel.....	5,182	6,426	7,046	2,441
680.2400	Valves hand operated metal.....	1,609	2,546	2,700	10,502
680.2800	Taps, cocks, valves and parts, other....	30,868	26,160	41,858	67,269
680.3100	Anti friction balls and rollers.....	367	305	385	812

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
680.3400	Ball bearings with integral shafts.....	2,256	1,922	3,255	2,908
680.3620	Ball bearings.....	---	---	---	---
680.3820	Ball bearings.....	10,646	8,428	10,553	11,128
680.3830	Parts of ball bearings.....	114	6	53	4
680.4140	Tapered roller bearings cup and cones, assemblies in sets.....	50	70	40	25
680.4144	Tapered roller bearings cup assemblies..	3,645	3,420	5,185	6,752
680.4148	Tapered roller bearings cone assemblies.	6,622	6,300	11,103	11,988
680.4152	Parts n.s.p.f. of tapered roller bearings	559	---	99	209
680.4170	Roller bearings, n.s.p.f. including combination roller and ball bearings and parts.....	4,733	4,477	4,364	4,259
681.3000	Lubrication fittings.....	21	20	9	---
681.4200	Machinery parts not containing electrical features n.s.p.f.....	140	160	563	---
682.6500	Generators, motors, and parts under 220 h.p.....	3,658	3,098	4,399	6,658
682.7100	Permanent magnets.....	7	---	---	350
682.9100	Electro-magnetic couplings, etc.....	6	45	1	63
683.0600	12 volt lead-acid type storage batteries.	---	4,407	12,472	10,914
683.0800	Lead-acid type storage batteries, n.s.p.f	---	4,143	796	506
683.1100	Lead-acid type storage batteries and parts.....	15,730	4,764	---	---

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
683.1600	Other storage batteries and parts.....	1,035	898	997	403
683.6100	Electrical starting and ignition equip. for internal combustion engines.....	23,511	23,364	9,064	8,004
683.6600	Electrical lightning equip designed for motor vehicles and parts.....	8,247	9,330	22,076	25,940
684.4100	Electric heaters and parts.....	4,277	3,112	2,594	2,606
684.6300	Telephonic apparatus instruments & parts.	1	19	---	58
684.7100	Microphones, loudspeakers etc.....	104	94	77	49
685.5520	Radio receivers.....	15,476	12,900	12,007	10,874
685.5540	Other radio receiving equipment.....	4,268	3,726	3,643	5,159
685.7100	Electric sound and visual signaling apparatus.....	4,003	5,878	4,496	8,065
685.8100	Electrical capacitors fixed or variable.	6,015	5,551	8,737	8,720
685.9100	Electrical switches, relays, etc. & parts	24,668	18,384	25,200	38,770
686.1100	Resistors fixed or variable.....	1,431	1,003	1,093	441
686.1900	Automatic voltage regulators for 6, 12, and 24 volt systems.....	62	28	26	146
686.6100	Sealed beam lamps.....	749	916	841	656
686.8100	Electric filament lamps under 100 volts n.e.s.....	1,611	1,244	1,724	1,458
687.3600	Color television picture tubes.....	---	---	---	24

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
687.4400	Electronic tubes excluding color television picture tubes.....	---	---	---	---
687.5600	Cathode ray tubes and parts.....	3	1	---	---
687.6200	Miscellaneous electronic crystal components.....	38	---	---	---
687.7600	Electronic tubes, n.e.c.....	15	28	---	---
687.8900	Electronic tubes, exc. cathode ray tubes, transistors and other related electronic crystal components.....	---	28	61	35
688.0500	Insulated electrical conductors without fittings.....	23	10	7	12
688.0700	Electric conductor n.e.s. no fittings...	36	1	8	3
688.1300	Ignition wiring sets.....	18,929	23,959	29,146	53,095
688.1600	Insulated electrical conductors with fitting, other.....	8,541	6,666	6,674	8,984
688.3700	Solid state elec. clocks & clock modules.	---	---	---	1
688.4600	Electrical articles & parts n.s.p.f.....	1,789	2,300	3,820	2,311
692.2110	Bodies (incl. cabs) for auto trucks.....	49,486	42,712	22,380	29,955
692.2120	Bodies (incl. cabs) for truck tractors..	522	518	1,690	1,282
692.2130	Bodies for motorbuses.....	45,022	40,965	47,847	110,708
692.2320	Bodies for passenger automobiles.....	25	13	26	13
692.2340	Bodies for motor vehicles n.s.p.f.....	128	147	253	392

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
692.3310	Body stampings.....	13,317	7,381	3,560	8,723
692.3320	Bumpers.....	20,501	41,340	82,684	127,076
692.3330	Wheels designed to be mounted with pneumatic tires.....	77,387	87,548	128,184	184,564
692.3340	Hubcaps and wheelcovers.....	248	314	3,383	5,084
692.3350	Radiators.....	50,600	46,901	60,323	66,242
692.3360	Mufflers & tailpipes.....	30,667	31,604	45,043	61,659
692.3372	Brakes and parts.....	79,580	83,842	130,994	180,993
692.3374	Transmissions for trucks and buses.....	629	45	39	12
692.3376	Transmissions for passenger auto.....	89,811	280,155	483,057	684,490
692.3378	Transmissions for motor vehicles n.s.p.f.	250	18	63	24
692.3380	Shock absorbers for motor vehicles.....	13,419	14,754	10,853	12,166
692.3390	Parts n.s.p.f. of motor vehicles.....	1,215,827	1,231,853	1,842,862	2,449,742
711.7900	Pressure gauges, thermostats, etc.....	2,337	2,783	7,236	16,363
711.9100	Taximeters and parts.....	---	---	---	16
711.9900	Speedometers and parts.....	346	195	285	6,126
712.5100	Test record measuring instruments.....	16,525	27,523	43,533	49,090
721.2000	Clocks, clock movements and parts.....	119	30	49	151
727.0700	Furniture for motor vehicles.....	178,914	185,369	268,951	379,537
728.3000	Non textile floor coverings.....	79	5	2	3

TABLE 14.--CONTINUED

TSUSA Number (APTA)	Commodity	1981	1982	1983	1984
745.8000	Buckles, buckle slides, fasteners & parts	5	1,838	3,436	2,896
772.6600	Hose, pipe, and tubing n.s.p.f. of rubber or plastic.....	11,022	6,265	9,548	9,091
772.8100	Handles and knobs of rubber or plastic..	3,573	2,219	3,299	3,509
772.8600	Closures, including caps, lids, etc. of rubber or plastic.....	173	214	243	441
773.2600	Gaskets of rubber or plastic.....	13,678	19,966	23,169	31,451
773.3100	Electrical insulators of rubber or plastic	191	457	476	1,450
774.7000	Articles n.s.p.f. of rubber or plastic	13,316	11,474	22,605	29,442
791.8100	Articles of reptile leather.....	---	---	---	---
791.9100	Other leather articles n.s.p.f.....	12	18	7	16
	Total duty-free parts.....	3,055,727	3,475,554	5,181,406	7,098,219
Grand total of all duty-free motor vehicles and parts.....		9,851,773	12,401,147	16,012,336	21,697,157

Source: U.S. Department of Commerce, Bureau of the Census

TABLE 15.--U.S. AUTOMOTIVE TRADE
TOTAL WITH ALL COUNTRIES, WITH CANADA, AND WITH ALL COUNTRIES EXCEPT CANADA
1982-1984
(Millions of U.S. Dollars)

	TRADE WITH ALL COUNTRIES			TRADE WITH CANADA 2/			TRADE WITH ALL COUNTRIES EXCEPT CANADA		
	1982	1983	1984	1982	1983	1984	1982	1983	1984
U.S. Exports: 1/									
Passenger Cars	2,860	4,200	4,868	2,343	3,856	4,561	517	344	307
Trucks, buses and chasis	2,048	1,760	1,517	683	1,028	1,586	1,365	732	69
Parts and accessories	10,265	10,490	13,035	6,143	7,281	9,081	4,122	3,209	3,954
TOTAL Exports	15,173	16,450	19,419	9,169	12,165	15,227	6,004	4,285	5,329
U.S. Imports:									
Passenger cars	20,481	24,345	30,749	5,805	7,278	10,110	14,676	17,067	20,662
Trucks, buses and chasis	5,138	5,911	7,832	3,196	3,599	4,543	1,942	2,312	3,320
Parts and accessories	7,260	10,732	14,542	3,207	5,314	7,934	4,053	5,418	8,002
TOTAL Imports	32,879	40,988	53,123	12,208	16,191	22,587	20,671	24,797	31,984
U.S. NET EXPORTS (-) 3/	(17,706)	(24,538)	(33,704)	(3,039)	(4,026)	(7,360)	(14,667)	(20,512)	(26,655)

1/ Some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available. Thus, these figures are not all inclusive. In addition, exports and imports of tires and tubes are not included. (Figures may not add to totals due to rounding.)

Footnotes continued on next page.

TABLE 15. -- CONTINUED

2/ The purpose of this table is to compare the U.S. automotive trade balance with Canada and with the rest of the world. Automotive products imported using the Automotive Products Trade Act of 1965 (APTA) have separate U.S. Tariff Schedule numbers and, therefore, are not included (similar items are not identifiable in the statistics of imports from other countries). (See Table 14 for totals of these APTA items for Canada.)

3/ The net balance shown for U.S. automotive trade with Canada in the above table is the most representative figure possible on the basis of general U.S. trade statistics. However, see discussion of U.S.-Canadian automotive trade statistics in Section III.

Source: U.S. Department of Commerce, Bureau of the Census.

TABLE 16.--U.S. AUTOMOTIVE EXPORTS, CALENDAR YEARS 1982-1984

(Millions of U.S. Dollars) 1/

Country of Destination	Passenger cars			Trucks and Buses			Parts and Accessories			Total Exports		
	1982	1983	1984	1982	1983	1984	1982	1983	1984	1982	1983	1984
Canada	2,343	3,856	4,561	683	1,028	1,141	6,143	7,281	9,081	9,169	12,165	14,783
Belgium and Luxembourg	5	6	4	4	2	1	137	124	92	146	132	97
Brazil	---	---	---	6	---	---	54	56	59	60	56	59
West Germany	25	29	40	10	8	2	213	211	235	248	248	277
United Kingdom	5	3	2	8	6	1	189	195	215	202	204	218
Japan	44	31	29	5	6	1	122	134	167	171	171	197
Mexico	14	3	4	50	13	4	1,119	782	1,397	1,183	798	1,405
Kuwait	63	30	28	90	47	24	62	58	40	215	135	92
Saudi Arabia	151	130	110	413	286	117	270	208	183	834	624	410
Colombia	14	5	3	43	12	4	96	79	70	153	96	77
Venezuela	37	3	1	106	15	2	452	271	381	595	289	384
Australia	1	1	1	28	31	2	208	124	188	237	156	191
Other Countries	158	103	85	602	306	114	1,200	967	927	1,960	1,376	1,126
TOTAL	2,860	4,200	4,868	2,048	1,760	1,413	10,265	10,490	13,035	15,173	16,450	19,316

1/Some automotive products as well as other items destined for automotive use are not separately delineated in U.S. trade classification systems and, therefore, are not separately available. These figures are therefore not all inclusive. In addition, exports of tires and tubes are not included. (Figures may not add to totals due to rounding).

Source: U.S. Department of Commerce, Bureau of the Census.

TABLE 17.--U.S. AUTOMOTIVE IMPORTS, CALENDAR YEARS 1982-1984
(Millions of U.S. Dollars) 1/

Country of Origin	Passenger Cars			Trucks and Buses			Parts and Accessories			Total Imports		
	1982	1983	1984	1982	1983	1984	1982	1983	1984	1982	1983	1984
CANADA:												
Traditional 2/	5,805	7,278	10,110	3,196	3,599	4,543	3,695	5,314	7,376	12,696	16,191	22,029
APTA 3/	---	---	---	---	---	---	268	410	559	268	410	559
TOTAL	5,805	7,278	10,110	3,196	3,599	4,542	3,963	5,724	7,934	12,964	16,601	22,588
Brazil	---	---	15	30	20	45	272	384	518	302	404	578
France	389	558	561	51	64	133	156	178	221	596	800	915
Italy	108	79	137	20	21	17	62	76	125	190	176	279
Japan	9,628	11,067	13,138	1,757	2,134	2,896	1,408	1,640	2,415	12,793	14,841	18,449
Mexico	---	28	52	7	11	66	667	1,344	1,866	674	1,383	1,984
Sweden	833	1,107	1,235	13	2	6	28	41	64	874	1,150	1,305
United Kingdom	332	432	482	17	16	38	144	191	310	493	639	830
West Germany	3,362	3,736	4,914	17	6	22	448	585	784	3,827	4,327	5,720
Other Countries	24	60	105	30	38	67	380	569	305	434	667	477
TOTAL	20,481	24,345	30,749	5,138	5,911	7,832	7,528	10,732	14,542	33,147	40,988	53,125

1/ F.A.S. values, 1981; Customs Value Basis, 1982 and 1983. Note: Figures may not add to total because of rounding.

2/ Traditional automotive imports from Canada include those imports identifiable as automotive products in import figures from all countries.

3/ APTA imports include those imports from Canada which were identified by the APTA of 1965 as automotive products. These items cannot be identified as automotive in the import data for any other country or in the U.S. export data.
Source: U.S. Department of Commerce, Bureau of the Census

TABLE 18.--TOTAL U.S. TRADE (ALL COMMODITIES)
WITH THE WORLD AND WITH CANADA
CALENDAR YEARS 1965 and 1981-1984

(Millions of U.S. Dollars)

	1965	1981	1982	1983	1984
Exports, including reexports:					
To all countries, total	27,630	233,739	212,275	200,538	217,888
To Canada	5,658	39,546	33,720	38,244	46,524
Canada's percent of total	19.9	16.9	15.9	19.1	21.4
Imports, general: 1/					
From all countries, total	21,429	261,305	243,952	258,048	325,726
From Canada, total	4,858	46,414	46,477	52,130	66,478
Canada's percent of total	22.7	17.8	19.1	20.2	20.4

1/Beginning in 1982, import values are only recorded as "Custom Import Values," the value of imports as appraised by the U.S. Customs Service. "Free Alongside Ship" values (F.A.S.) were last reported in 1981 for imports.

Source: U.S. Department of Commerce, Bureau of the Census

TABLE 19.--CANADIAN AUTOMOTIVE EXPORTS, CALENDAR YEARS 1982-1984 1/

(Millions of U.S. Dollars) 2/

Country of Destination	Passenger cars			Trucks and Buses			Parts and Accessories			Total Exports		
	1982	1983	1984	1982	1983	1984	1982	1983	1984	1982	1983	1984
United States	5,792	7,687	2,834	3,283	3,509	4,301	3,613	5,584	7,323	12,688	16,780	22,177
West Germany	2	2	2	---	---	---	9	9	12	11	11	13
United Kingdom	1	---	---	1	1	1	7	7	6	9	8	7
Sweden	1	1	---	7	3	2	9	8	9	17	12	11
South Africa	---	---	---	4	6	2	7	3	3	11	9	5
West Indies	2	4	25	2	4	5	3	3	3	7	11	33
Australia	---	---	---	16	3	5	31	17	26	47	19	30
All other countries	164	106	143	159	103	112	252	153	153	576	362	408
TOTAL 3/	5,961	7,800	3,003	3,473	3,629	4,427	3,931	5,784	7,533	13,365	17,213	22,683

1/ Revised 1984.

2/Canadian dollars converted to U.S. dollars at the following exchange rates: $1 Canadian = $0.81011 U.S., 1982
$0.81136 U.S., 1983
$0.77202 U.S., 1984

3/ Totals may not add due to rounding.

Source: Statistics Canada.

TABLE 20.--CANADIAN AUTOMOTIVE IMPORTS, CALENDAR YEARS 1982-1984 1/

(Millions of U.S. Dollars) 2/

Country of Origin	Passenger cars			Trucks and Buses			Parts and Accessories			Total Imports		
	1982	1983	1984	1982	1983	1984	1982	1983	1984	1982	1983	1984
United States	2,331	3,965	4,698	751	958	1,618	7,591	8,805	11,314	10,673	13,728	17,630
West Germany	164	193	260	7	2	4	33	28	47	204	223	310
France	67	38	61	---	---	---	7	10	30	74	49	91
Italy	4	3	8	1	1	---	4	6	12	9	9	20
United Kingdom	9	14	23	5	2	3	21	13	25	35	29	51
Sweden	8	15	26	1	1	3	44	60	78	53	77	107
Japan	672	791	899	319	379	384	89	113	233	1,080	1,284	1,516
All other countries	20	18	116	9	4	7	69	197	501	98	218	624
Total 3/	3,275	5,037	6,091	1,092	1,346	2,019	7,859	9,233	12,239	12,226	15,616	20,349

1/ Revised 1984.

2/ Converted to U.S. dollars at the following exchanges rates: $1.00 Canadian = $0.81011 U.S., 1982
= $0.81136 U.S., 1983
= $0.77202 U.S., 1984

3/ Totals may not add due to rounding.

Source: Statistics Canada

TABLE 21.--CANADIAN AUTOMOTIVE TRADE, TOTAL WITH ALL COUNTRIES, WITH UNITED STATES, AND WITH ALL OTHER COUNTRIES EXCEPT THE UNITED STATES 1982-1984 1/

(Millions of U.S. Dollars) 2/

	Trade with All Countries			Trade with United States			Trade with all countries except the United States		
	1982	1983	1984	1982	1983	1984	1982	1983	1984
Canadian Exports:									
Passenger Cars	5,961	7,800	10,723	5,792	7,687	10,554	169	113	169
Truck & Buses	3,473	3,629	4,427	3,283	3,509	4,301	190	120	126
Parts and Accessories	3,931	5,784	7,533	3,613	5,584	7,322	318	200	211
TOTAL 3/	13,364	17,213	22,683	12,688	16,780	22,177	676	433	506
Canadian Imports:									
Passenger Cars	3,275	5,037	6,091	2,331	3,965	4,698	945	1,072	1,393
Trucks & Buses	1,092	1,346	2,019	751	958	1,618	341	388	401
Parts and Accessories	7,859	9,233	12,239	7,591	8,805	11,314	268	428	925
TOTAL	12,226	15,616	20,349	10,673	13,728	17,630	1,554	1,888	2,719
Canadian Net Exports (-)	1,138	1,597	2,334	2,015	3,052	4,547	(877)	(1,455)	(2,213)

1/ Revised 1984

2/ Converted to U.S. dollars at the following exchanges rates: $1.00 Canadian = $0.81011 U.S., 1982
= $0.81136 U.S., 1983
= $0.77202 U.S., 1984

3/ Figures may not add to totals due to rounding.

SOURCE: Statistics Canada

V. APPENDIXES

APPENDIX A

AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE GOVERNMENT OF THE UNITED STATES OF AMERICA AND THE GOVERNMENT OF CANADA

The Government of the United States of America and the Government of Canada,

Determined to strengthen the economic relations between their two countries;

Recognizing that this can best be achieved through the stimulation of economic growth and through the expansion of markets available to producers in both countries within the framework of the established policy of both countries of promoting multilateral trade;

Recognizing that an expansion of trade can best be achieved through the reduction or elimination of tariff and all other barriers to trade operating to impede or distort the full and efficient development of each country's trade and industrial potential;

Recognizing the important place that the automotive industry occupies in the industrial economy of the two countries an the interests of industry, labor and consumers in sustaining high levels of efficient production and continued growth in the automotive industry;

Agreed as follows:

ARTICLE I

The Governments of the United States and Canada, pursuant to the above principles, shall seek the early achievement of the following objectives:

(a) The creation of a broader market for automotive products within which the full benefits of specialization and large-scale production can be achieved;

(b) The liberalization of United States and Canadian automotive trade in respect of tariff barriers and other factors tending to impede it, with a view to enabling the industries of both countries to participate on a fair and equitable basis in the expanding total market of the two countries;

(c) The development of conditions in which market forces may operate effectively to attain the most ecomonic pattern of investment, production and trade.

It shall be the policy of each Government to avoid actions which would frustrate the achievement of these objectives.

ARTICLE II

(a) The Government of Canada, not later than the entry into force of the legislation contemplated in paragraph (b) of this Article, shall accord duty-free treatment to imports of the products of the United States described in Annex A.

(b) The Government of the United States, during the session of the United States Congress commencing on January 4, 1965, shall seek enactment of legislation authorizing duty-free treatment of imports of the products of Canada described in Annex B. In seeking such legislation, the Government of the United States shall also seek authority permitting the implementation of such duty-free treatment retroactively to the earliest date administratively possible following the date upon which the Government of Canada has accorded duty-free treatment. Promptly after the entry into force of such legislation, the Government of the United States shall accord duty-free treatment to the products of Canada described in Annex B.

ARTICLE III

The commitments made by the two Governments in this Agreement shall not preclude action by either Government consistent with obligations under Part II of the General Agreement on Tariffs and Trade.

ARTICLE IV

(a) At any time, at the request of either Government, the two Governments shall consult with respect to any matter relating to this Agreement.

(b) Without limiting the foregoing, the two Governments shall, at the request of either Government, consult with respect to any problems which may arise concerning automotive producers in the United States which do not at present have facilities in Canada for the manufacture of motor vehicles, and with respect to the implications for the operation of this Agreement of new automotive producers becoming established in Canada.

(c) No later than January 1, 1968, the two Governments shall jointly undertake a comprehensive review of the progress made towards achieving the objectives set forth in Article I. During this review the Governments shall consider such further steps as may be necessary or desirable for the full achievement of these objectives.

ARTICLE V

Access to the United States and Canadian markets provided for under this Agreement may by agreement be accorded on similar terms to other countries.

ARTICLE VI

This Agreement shall enter into force provisionally on the date of signature and definitively on the date upon which notes are exchanged between the two Governments giving notice that appropriate action in their respective legislatures has been completed.

ARTICLE VII

This Agreement shall be of unlimited duration. Each Government shall however have the right to terminate this Agreement twelve months from the date on which that Government gives written notice to the other Government of its intention to terminate the Agreement.

IN WITNESS WHEREOF the representatives of the two Governments have signed this Agreement.

DONE in duplicate at Johnson City, Texas, this 16th day of January 1963, in English and French, the two texts being equally authentic.

For the Government of the United States of America:

For the Government of Canada:

ANNEX A

1. (1) Automobiles; when imported by a manufacturer of automobiles.

(2) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in automobiles to be produced in Canada by a manufacturer of automobiles.

(3) Buses, when imported by a manufacturer of buses.

(4) All parts, and accessories and parts thereof, except tires and tubes, when imported for use as original equipment in buses to be produced in Canada by a manufacturer of buses.

(5) Specified commercial vehicles, when imported by a manufacturer of specified commercial vehicles.

(6) All parts, and accessories and part thereof, except tires, tubes and any machines or other articles required under Canadian tariff item 438a to be valued separately under the tariff items regularly applicable thereto, when imported for use as original equipment in specified commercial vehicles to be produced in Canada by a manufacturer of specified commercial vehicles.

2. (1) "Automobile" means a four-wheeled passenger automobile having a seating capacity for not more than ten persons;

(2) "Base year" means the period of twelve months commencing on the 1st day of August, 1963 and ending on the 31st day of July, 1964;

(3) "Bus" means a passenger motor vehicle having a seating capacity for more than 10 persons, or a chassis therefor, but does not include any following vehicle or chassis therefor, namely an electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle or motor vehicle designed primarily for off-highway use;

(4) "Canadian value added" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act;

(5) "Manufacturer" of vehicles of any following class, namely automobiles, buses or specified commercial vehicles, means, in relation to any importation of goods in respect of which the decription is relevant, a manufacturer that

(i) produced vehicles of that class in Canada in each of the four consecutive three months' periods in the base year, and

(ii) produced vehicles of that class in Canada in the period of twelve months ending on the 31st day of July in which the importation is made,

(A) the ratio of the net sales value of which to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in that period is equal to or higher than the ratio of the net sales value of all vehicles of that class produced in Canada by the manufacturer in the base year to the net sales value of all vehicles of that class sold for consumption in Canada by the manufacturer in the base year, and is not in any case lower than seventy-five to one hundred; and

(B) the Canadian value added of which is equal to or greater than the Canadian value added of all vehicles of that class produced in Canada by the manufacturer in the base year;

(6) "Net sales value" has the meaning assigned by regulations made under section 273 of the Canadian Customs Act; and

(7) "Specified commercial vehicle" means a motor truck, motor truck chassis, ambulance or chassis therefor, or hearse or chassis therefor, but does not include:

(a) any following vehicle or a chassis designed primarily therefor, namely a bus, electric trackless trolley bus, amphibious vehicle, tracked or half-tracked vehicle, golf or invalid cart, straddle carrier, motor vehicle designed primarily for off-highway use, or motor vehicle specially constructed and equipped to perform special services or functions, such as, but not limited to, a fire engine, mobile crane, wrecker, concrete mixer or mobile clinic, or

(b) any machine or other article required under Canadian tariff item 438a to be valued separately under the tariff item regularly applicable thereto.

3. The Government of Canada may designate a manufacturer not falling within the categories set out above as being entitled to the benefit of duty-free treatment in respect of the goods described in this annex.

ANNEX B

(1) Motor vehicles for the transport of persons or articles as provided for in items 692.05 and 692.10 of the Tariff Schedules of the United States and chassis therefor, but not including electric trolley buses, three-wheeled vehicles, or trailers accompanying truck tractors, or chassis therefor.

(2) Fabricated components, not including trailers, tires, or tubes for tires, for use as original equipment in the manufacture of motor vehicles of the kinds described in paragraph (1) above.

(3) Articles of the kinds described in paragraphs (1) and (2) above include such articles whether finished or unfinished but do not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry, exclusive of any landing cost and Canadian duty, was—

(a) with regard to articles of the kinds described in paragraph (1), not including chassis, more than 60 percent until January 1, 1968, and thereafter more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States; and

(b) with regard to chassis of the kinds described in paragraph (1), and articles of the kinds described in paragraph (2), more than 50 percent of the appraised customs value of the article imported into the customs territory of the United States.

APPENDIX B

Public Law 89-283

89th Congress, H.R. 9042

October 21, 1965

AN ACT To provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—SHORT TITLE AND PURPOSES

SHORT TITLE

SECTION 101. This Act may be cited as the "Automotive Products Trade Act of 1965."

PURPOSES

SEC. 102. The purposes of this Act are—

(1) to provide for the implementation of the Agreement Concerning Automotive Products Between the Government of the United States of America and the Government of Canada signed on January 16, 1965 (hereinafter referred to as the "Agreement"), in order to strengthen the economic relations and expand trade in automotive products between the United States and Canada; and

(2) to authorize the implementation of such other international agreements providing for the mutual reduction or elimination of duties applicable to automotive products as the Government of the United States may hereafter enter into.

TITLE II—BASIC AUTHORITIES

IMPLEMENTATION OF THE AGREEMENT

SEC. 201. (a) The President is authorized to proclaim the modifications of the Tariff Schedules of the United States provided for in title IV of his Act.

(b) At any time after the issuance of the proclamation authorized by subsection (a), the President is authorized to proclaim further modifications of the Tariff Schedules of the United States to provide for the duty-free treatment of any Canadian article which is original motor-vehicle equipment (as defined by such Schedules as modified pursuant to subsection (a)) if he determines that the importation of such article, is actually or potentially of commercial significance and that such duty-free treatment is required to carry out the Agreement.

IMPLEMENTATION OF OTHER AGREEMENTS

SEC. 202. (a) Whenever, after determining that such an agreement will afford mutual trade benefits, the President enters into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products of their respective countries which are motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such agreement.

(b) Whenever, after having entered into an agreement with the government of a country providing for the mutual elimination of the duties applicable to products described in subsection (a), the President, after determining that such further agreement will afford mutual trade benefits, enters into a further agreement with such government providing for the mutual reduction or elimination

of the duties applicable to automotive products other than motor vehicles and fabricated components intended for use as original equipment in the manufacture of such vehicles, the President (in accordance with subsection (d)) is authorized to proclaim such modifications of the Tariff Schedules of the United States as he determines to be required to carry out such further agreement.

(c) Before the President enters into the negotiation of an agreement referred to in subsection (a) or (b), he shall—

(1) seek the advice of the Tariff Commission as to the probable economic effect of the reduction or elimination of duties on industries producing articles like or directly competitive with those which may be covered by such agreement;

(2) give reasonable public notice of his intention to negotiate such agreement (which notice shall be published in the Federal Register) in order that any interested person may have an opportunity to present his views to such agency as the President shall designate, under such rules and regulations as the President may prescribe; and

(3) seek information and advice with respect to such agreement from the Department of Commerce, Labor, State, and the Treasury, and from such other sources as he may deem appropriate.

(d)(1) The President shall transmit to each House of the Congress a copy of each agreement referred to in subsection (a) or (b). The delivery to both Houses shall be on the same day and shall be made to each House while it is in session.

(2) The President is authorized to issue any proclamation to carry out any such agreement—

(A) only after the expiration of the 60-day period following the date of delivery,

(B) only if, between the date of delivery and the expiration of such 60-day period, the Congress has not adopted a concurrent resolution stating in substance that the Senate and House of Representatives disapprove of the agreement, and

(C) in the case of any agreement referred to in subsection (b) with any country, only if there is in effect a proclamation implementing an agreement with such country applicable to products described in subsection (a).

(3) For purposes of paragraph (2) in the computation of the 60-day period there shall be excluded the days on which either House is not in session because of adjournment of more than 3 days to a day certain or an adjournment of the Congress sine die.

(e) This section shall cease to be in effect on the day after the date of the enactment of this Act.

EFFECTIVE DATE OF PROCLAMATIONS

SEC. 203. (a) Subject to subsection (b), the President is authorized, notwithstanding section 514 of the Tariff Act of 1930 (19 U.S.C., sec. 1514) or any other provision of law, to give retroactive effect to any proclamation issued pursuant to section 201 of this Act as of the earliest date after January 17, 1965, which he determines to be practicable.

(b) In the case of liquidated customs entries, the retroactive effect pursuant to subsection (a) of any proclamation shall apply only upon request therefor filed with the customs officer concerned on or before the 90th day after the date of such proclamation and subject to such other conditions as the President may specify.

TERMINATION OF PROCLAMATIONS

SEC. 204. The President is authorized at any time to terminate, in whole or in part, any proclamation issued pursuant to section 201 or 202 of this Act.

SPECIAL REPORTS TO CONGRESS

SEC. 205. (a) No later than August 31, 1968, the President shall submit to the Senate and the House of Representatives a special report on the comprehensive review called for by Article IV(c) of the Agreement. In such report he shall advise the Congress of the progress made toward the achievement of the objectives of Article I of the Agreement.

(b) Whenever the President finds that any manufacturer has entered into any undertaking, by reason of governmental action, to increase the Canadian value added of automobiles, buses, specified commercial vehicles, or original equipment parts produced by such manufacturer in Canada after August 31, 1968, he shall

report such finding to the Senate and the House of Representatives. The President shall also report whether such undertaking is additional to undertakings agreed to in letters of undertaking submitted by such manufacturer before the date of enactment of this Act.

(c) The reports provided for in subsections (a) and (b) of this section shall include recommendations for such further steps, including legislative action, if any, as may be necessary for the achievement of the purposes of the Agreement and this Act.

TITLE III—TARIFF ADJUSTMENT AND OTHER ADJUSTMENT ASSISTANCE

GENERAL AUTHORITY

SEC. 301. Subject to section 302 of this Act, a petition may be filed for tariff adjustment or for a determination of eligibility to apply for adjustment assistance under title III of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1901-1991) as though the reduction or elimination of a duty proclaimed by the President pursuant to section 201 or 202 of this Act were a concession granted under a trade agreement referred to in section 301 of the Trade Expansion Act of 1962.

SPECIAL AUTHORITY DURING TRANSITIONAL PERIOD UNDER THE AGREEMENT

SEC. 302. (a) After the 90th day after the date of the enactment of this Act and before July 1, 1968, a petition under section 301 of this Act for a determination of eligibility to apply for adjustment assistance may be filed with the President by—

(1) a firm which produces an automotive product, or its representative; or

(2) a group of workers in a firm which produces an automotive product, or their certified or recognized union or other duly authorized representative.

(b) After a petition is filed by a firm or group of workers under subsection (a), the President shall determine whether—

(1) dislocation of the firm or group of workers has occurred or threatens to occur;

(2) production in the United States of the automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the automotive product like or directly competitive therewith, has decreased appreciably; and

(3)(A) imports into the United States from Canada of the Canadian automotive product like or directly competitive with that produced by the firm, or an appropriate subdivision thereof, have increased appreciably; or

(B) exports from the United States to Canada of the United States automotive product concerned produced by the firm, or an appropriate subdivision thereof, and of the United States automotive product like or directly competitive therewith, have decreased appreciably, and the decrease in such exports is greater than the decrease, if any, in production in Canada of the Canadian automotive product like or directly competitive with the United States automotive product being exported.

(c) If the President makes an affirmative determination under paragraphs (1), (2), and (3) of subsection (b), with respect to a firm or group of workers, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance, unless the President determines that the operation of the Agreement has not been the primary factor in causing or threatening to cause dislocation of the firm or group of workers.

(d) If the President makes an affirmative determination under paragraph (1) but a negative determination under paragraph (2) or (3) of subsection (b), with respect to a firm or group of workers, the President shall determine whether the operation of the Agreement has nevertheless been the primary factor in causing or threatening to cause dislocation of the firm or group of workers. If the President makes such an affirmative determination, he shall promptly certify that as a result of its dislocation the firm or group of workers is eligible to apply for adjustment assistance.

(e)(1) In order to provide the President with a factual record on the basis of which he may make the determinations referred to in subsections (b), (c), and (d)

with respect to a firm or a group of workers, the President shall promptly transmit to the Tariff Commission a copy of each petition filed under subsection (a) and, not later than 5 days after the date on which the petition is filed, shall request the Tariff Commission to conduct an investigation related to questions of fact relevant to such determinations and to make a report of the facts disclosed by such investigation. In his request, the President may specify the particular kinds of data which he deems appropriate. Upon receipt of the President's request, the Tariff Commission shall promptly institute the investigation and promptly publish notice thereof in the Federal Register.

(2) In the course of each investigation conducted under paragraph (1), the Tariff Commission shall, after reasonable notice, hold a public hearing, if such hearing is requested (not later than 10 days after the date of the publication of its notice under paragraph (1)) by the petitioner or any other person showing a proper interest in the subject matter of the investigation, and shall afford interested persons an opportunity to be present, to produce evidence, and to be heard at such hearing.

(3) Not later than 30 days after the date on which it receives the request of the President under paragraph (1), the Tariff Commission shall transmit to the President a report of the facts disclosed by its investigation, together with the transcript of the hearing and any briefs which may have been submitted in connection with such investigation.

(f)(1) The President shall make each final determination under subsection (b) (c), or (d) with respect to a firm or group of workers only after he has sought advice from the Departments of Commerce, Labor, and the Treasury, the Small Business Administration, and such other agencies as he may deem appropriate.

(2) The President shall make each such final determination not later than 15 days after the date on which he receives the Tariff Commission's report, unless, within such period, the President requests additional factual information from the Tariff Commission. In this event, the Tariff Commission shall, not later than 25 days after the date on which it receives the President's request, furnish such additional factual information in a supplemental report, and the President shall make his final determination not later than 10 days after the date on which he receives such supplemental report.

(3) The President shall promptly publish in the Federal Register a summary of each final determination under this section.

(g) Any certification with respect to a group of workers made by the President under this section shall—

(1) specify the date on which the dislocation began or threatens to begin; and

(2) be terminated by the President whenever he determines that the operation of the Agreement is no longer the primary factor in causing separations from the firm or subdivision thereof, in which case such termination shall apply only with respect to separations occurring after the termination date specified by the President.

(h) Any certification with respect to a firm or a group of workers or any termination of such certification, including the specification of a date in such certification or termination, made by the President under this section shall constitute a certification or termination, including the specification of a date therein, under section 302 of the Trade Expansion Act of 1962 (19 U.S.C., sec. 1902) for purposes of chapter 2 or 3 of title III of that Act.

(i) If a firm which has been certified under this section applies for tax assistance as provided by section 317 of the Trade Expansion Act of 1962, the reference in subsection (a)(2) of such section 317 to a trade or business which was seriously injured by increased imports which the Tariff Commission has determined to result from concessions granted under trade agreements shall be treated as referring to a trade or business which was seriously injured by the operation of the Agreement.

(j) Notwithstanding any provision of chapter 3 of title III of the Trade Expansion Act of 1962 or of this title, applications based on any certification made by the President under this section for—

(1) trade readjustment allowances for weeks of unemployment beginning after January 17, 1963, and before the 90th day after the date of the enactment of this Act, and

(2) relocation allowances for relocations occurring after January 17, 1963, and before such 90th day,

shall be determined in accordance with regulations prescribed by the Secretary of Labor.

(k) The President is authorized to exercise any of his functions under this section through such agency or other instrumentality of the United States Government as he may direct and in conformity with such rules or regulations as he may prescribe.

(l) For purposes of this section—

(1) The term "automotive product" means a motor vehicle or a fabricated component to be used as original equipment in the manufacture of motor vehicles.

(2) The term "dislocation" means—

(A) in the case of a firm, injury to the firm, which may be evidenced by such conditions as idling of productive facilities, inability to operate at a level of reasonable profit, or unemployment or underemployment, and which is of a serious nature; and

(B) in the case of a group of workers, unemployment or underemployment of a significant number or proportion of the workers of a firm or an appropriate subdivision thereof.

(3) The term "firm" includes an individual proprietorship, partnership, joint venture, association, corporation (including a development corporation), business trust, cooperative, trustees in bankruptcy, and receivers under decree of any court. A firm, together with any predecessor, successor, or affiliated firm controlled or substantially beneficially owned by substantially the same persons, may be considered a single firm where necessary to prevent unjustifiable benefits.

(4) The term "operation of the Agreement" includes governmental or private actions in the United States or Canada directly related to the conclusion or implementation of the Agreement.

ADJUSTMENT ASSISTANCE RELATED TO OTHER AGREEMENTS

SEC. 303. At the time the President transmits to the Congress a copy of any agreement pursuant to section 202(d)(1), he shall recommend to the Congress such legislative provisions concerning adjustment assistance to firms and workers as he determines to be appropriate in light of the anticipated economic impact of the reduction or elimination of duties provided for by such agreement.

AUTHORIZATION OF APPROPRIATIONS

SEC. 304. There are hereby authorized to be appropriated such sums as may be necessary from time to time to carry out the provisions of this title, which sums are authorized to be appropriated to remain available until expended.

TITLE IV—MODIFICATIONS OF TARIFF SCHEDULES OF THE UNITED STATES

ENTRY INTO FORCE AND STATUS OF MODIFICATIONS

SEC. 401. (a) The modifications of the Tariff Schedules of the United States provided for in this title shall not enter into force except as proclaimed by the President pursuant to section 201(a) of this Act.

(b) The rates of duty in column numbered 1 of the Tariff Schedules of the United States which are modified pursuant to section 201(a) of this Act shall be treated—

(1) as not having the status of statutory provisions enacted by the Congress, but

(2) as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party.

REFERENCES TO TARIFF SCHEDULES

SEC. 402. Whenever in this title a modification is expressed in terms of a modification of an item or other provision, the reference shall be considered to be made to an item or other provision of the Tariff Schedules of the United States (19 U.S.C., sec. 1202). Each page reference "(p.)" in this title refers to the page on which the item or provision referred to appears both in part II of the Federal Register for August 27, 1963, and in volume 77A of the United States Statutes at Large.

DEFINITION OF CANADIAN ARTICLE

SEC. 403. In general headnote 3 (pp. 11 and 12) redesignate paragraphs (d), (e), and (f) as paragraphs (e), (f), and (g), respectively, and insert a new paragraph (d) as follows:

"(d) Products of Canada.

"(i) Products of Canada imported into the customs territory of the United States, whether imported directly or indirectly, are subject to the rates of duty set forth in column numbered 1 of the schedules. The rates of duty for a Canadian article, as defined in subdivision (d)(ii) of this headnote, apply only as shown in the said column numbered 1.

"(ii) The term 'Canadian article', as used in the schedules, means an article which is the product of Canada, but does not include any article produced with the use of materials imported into Canada which are products of any foreign country (except materials produced within the customs territory of the United States), if the aggregate value of such imported materials when landed at the Canadian port of entry (that is, the actual purchase price, or, if not purchased, the export value, of such materials, plus, if not included therein, the cost of transporting such materials to Canada but exclusive of any landing cost and Canadian duty) was—

"(A) with regard to any motor vehicle or automobile truck tractor entered on or before December 31, 1967, more than 60 percent of the appraised value of the article imported into the customs territory of the United States; and

"(B) with regard to any other article (including any motor vehicle or automobile truck tractor entered after December 31, 1967), more than 50 percent of the appraised value of the article imported into the customs territory of the United States."

DEFINITION OF ORIGINAL MOTOR-VEHICLE EQUIPMENT

SEC. 404. In the headnotes for subpart B, part 6, schedule 6 add after headnote 1 (p. 325) the following new headnote:

"2. Motor Vehicles and Original Equipment Therefor of Canadian Origin.—(a) The term 'original motor-vehicle equipment', as used in the schedules with reference to a Canadian article (as defined by general headnote 3(d)), means such a Canadian article which has been obtained from a supplier in Canada under or pursuant to a written order, contract, or letter of intent of a bona fide motor-vehicle manufacturer in the United States, and which is a fabricated component intended for use as original equipment in the manufacture in the United States of a motor vehicle, but the term does not include trailers or articles to be used in their manufacture.

"(b) The term 'motor vehicle', as used in this headnote, means a motor vehicle of a kind described in item 692.05 or 692.10 of this subpart (excluding an electric trolley bus and a three-wheeled vehicle) or an automobile truck tractor.

"(c) The term 'bona fide motor-vehicle manufacturer', as used in this headnote, means a person who, upon application to the Secretary of Commerce, is determined by the Secretary to have produced no fewer than 15 complete motor vehicles in the United States during the previous 12 months, and to have installed capacity in the United States to produce 10 or more complete motor vehicles per 40-hour week. The Secretary of Commerce shall maintain, and publish from time to time in the Federal Register, a list of the names and addresses of bona fide motor-vehicle manufacturers.

"(d) If any Canadian article accorded the status of original motor-vehicle equipment is not so used in the manufacture in the United States of motor vehicles, such Canadian article or its value (to be recovered from the importer or other person who diverted the article from its intended use as original motor-vehicle equipment) shall be subject to forfeiture, unless at the time of the diversion of the Canadian article the United States Customs Service is notified in writing, and, pursuant to arrangements made with the Service—

"(i) the Canadian article is, under customs supervision, destroyed or exported, or

"(ii) duty is paid to the United States Government in an amount equal to the duty which would have been payable at the time of entry if the Canadian article had not been entered as original motor-vehicle equipment."

IDENTIFICATION OF AUTOMOTIVE PRODUCTS

SEC. 405. (a) Redesignate item 692.25 (p. 326) as 692.27; in headnote 1(b) of subpart B, part 6, schedule 6 (p. 325) substitute "item 692.27" in lieu of "item 692.25"; and insert in proper numerical sequence new items as follows.

"	692.06	If Canadian article, but not including any electric trolley bus, three-wheeled vehicle, or trailer accompanying an automobile truck tractor (see general headnote 3(d))	Free	"
"	692.11	If Canadian article, but not including any three-wheeled vehicle (see general headnote 3(d))	Free	"
"	692.21	Chassis, if Canadian article, except chassis for an electric trolley bus, or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.23	Chassis, if Canadian article, except chassis designed primarily for a vehicle described in item 692.15 or a three-wheeled vehicle; bodies (including cabs), if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.25	If Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"
"	692.28	Automobile truck tractors, if Canadian article; other articles, if Canadian article and original motor-vehicle equipment (see headnote 2 of this subpart)	Free	"

" (a) Insert in proper numerical sequence new items as follows:

"	361.90	Any article described in the foregoing items 360.20 to 360.70, inclusive, 360.80, 361.80, or 361.85, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	516.98	Any article described in the foregoing items 516.71 to 516.76, inclusive, or 516.94, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	646.79	Any article described in the foregoing item 646.20 and items 646.40 to 646.78, inclusive (except 646.45 and 646.47), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	652.39	Any article described in the foregoing items 652.12 to 652.38, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	658.10	Any article described in the foregoing items 657.09 to 658.00, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	682.65	Any article described in the foregoing items 682.10 to 682.60, inclusive (except 682.50), if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	685.55	Any article described in the foregoing items 685.20 to 685.50, inclusive, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"
"	721.20	Any article in the foregoing items covering clocks, clock movements, clock cases and dials and parts thereof, plates (721.67), assemblies and subassemblies for clock movements, and other parts for clock movements, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free	"

(c) Insert in proper numerical sequence new items 333.27, 359.50, 726.30 745.80, and 774.70, each having an article description and rate as follows:

		Any article described in the foregoing provisions of this subpart, if Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6)	Free "

(d) Redesignate item 613.16 as 613.18, item 652.85 as 652.84, item 652.87 as 652.88, item 680.34 as 680.33, item 680.58 as 680.60, item 680.59 as 680.70, item 680.60 as 680.90, and item 711.91 as 711.93; and insert in proper numerical sequence new items as follows:

207.01	652.89	683.11
220.46	660.43	683.16
337.91	660.45	683.61
337.96	660.47	683.66
338.03	660.51	684.41
517.82	660.53	684.63
535.15	660.55	684.71
540.72	660.86	685.71
544.18	660.93	685.81
544.32	660.95	685.91
544.42	661.11	686.11
544.52	661.13	686.23
544.55	661.16	686.61
545.62	661.21	686.81
545.64	661.36	687.51
547.16	661.93	687.61
610.81	661.96	688.13
613.16	662.36	688.41
631.19	662.51	711.85
618.48	664.51	711.91
620.47	678.51	711.99
642.21	680.21	712.51
642.56	680.23	727.07
642.88	680.28	772.66
646.93	680.31	772.81
647.02	680.34	772.86
647.06	680.36	773.26
652.10	680.38	773.31
652.76	680.91	791.81
652.85	682.71	791.91
652.87	692.91	

each such item having the article description "If Canadian article and original motor-vehicle equipment (see headnote 2, part 6B, schedule 6) * * *" subordinate to the immediately preceding article description, and having "Free" in rate of duty column numbered 1.

TITLE V—GENERAL PROVISIONS

AUTHORITIES

SEC. 501. The head of any agency performing functions authorized by this Act may—

(1) authorize the head of any other agency to perform any of such functions; and

(2) prescribe such rules and regulations as may be necessary to perform such functions.

ANNUAL REPORT

SEC. 502. The President shall submit to the Congress an annual report on the implementation of this Act. Such report shall include information regarding new negotiatons, reductions or eliminations of duties, reciprocal concessions obtained, and other information relating to activities under this Act. Such report shall also include information providing an evaluation of the Agreement and this Act in relation to the total national interest, and specifically shall include, to the extent practicable, information with respect to—

(1) the production of motor vehicles and motor vehicle parts in the United States and Canada,

(2) the retail prices of motor vehicles and motor vehicles parts in the United States and Canada,

(3) employment in the motor vehicle industry and motor vehicle parts industry in the United States and Canada, and

(4) United States and Canadian trade in motor vehicles and motor vehicle parts, particularly trade between the United States and Canada.

APPLICABILITY OF ANTIDUMPING AND ANTITRUST LAWS

SEC. 503. Nothing contained in this Act shall be construed to affect or modify the provisions of the Anti-Dumping Act, 1921 (19 U.S.C. 160–173), or of any of the antitrust laws as designated in section 1 of the Act entitled "An Act to supplement existing laws against unlawful restraints and monopolies, and for other purposes", approved October 15, 1914 (15 U.S.C. 12).

TITLE VI—MISCELLANEOUS PROVISIONS

JOINT COMMITTEE ON REDUCTION OF NONESSENTIAL FEDERAL EXPENDITURES

SEC. 601. Section 601(e) of the Revenue Act of 1941 (55 Stat. 726) (relating to the Joint Committee on Reduction of Nonessential Federal Expenditures) is amended to read as follows:

"(e) There are hereby authorized to be appropriated such sums as may be necessary to carry out the provisions of this section."

Approved October 21, 1965.

LEGISLATIVE HISTORY

House Reports: No. 337 (Committee on Ways and Means) and No. 1113 (committee of conference).
Senate Report No. 782 (Committee on Finance).
Congressional Record, vol. 111 (1965):
Aug. 31: Considered and passed House.
Sept. 28, 29: Considered in Senate.
Sept. 30: Considered and passed Senate, amended.
Oct. 3: Senate agreed to conference report.
Oct. 8: House agreed to conference report.

APPENDIX C

PRESIDENTIAL DOCUMENTS

[From the Federal Register, vol. 30, No. 209, Oct. 28, 1965]

TITLE 3—THE PRESIDENT

PROCLAMATION 3682

IMPLEMENTING AGREEMENT CONCERNING AUTOMOTIVE PRODUCTS BETWEEN THE UNITED STATES AND CANADA

By the President of the United States of America

A PROCLAMATION

WHEREAS the United States and Canada on January 16, 1965, entered into an Agreement Concerning Automotive Products, which provides that Canada shall accord duty-free treatment to imports of certain automotive products of the United States and that, after enactment of implementing legislation, the United States shall accord duty-free treatment to certain automotive products of Canada retroactively to the earliest date administratively possible following the date on which the agreement has been implemented by Canada (art. II, 89th Cong. 1st sess., H. Rep. 537, 38);

WHEREAS the agreement of January 16, 1965, was implemented by Canada through the granting of the requisite duty-free treatment to United States products on January 18, 1965;

WHEREAS titles II and IV of the Automotive Products Trade Act of 1965 have been enacted to provide for modifications of the Tariff Schedules of the United States (19 U.S.C. 1202) to implement the agreement of January 16, 1965, such modifications to enter into force in the manner proclaimed by the President (79 Stat. 1016);

WHEREAS sections 201(a) and 203 of the Automotive Products Trade Act of 1965 authorize the President to proclaim the modifications of the Tariff Schedules of the United States provided for in sections 403, 404, and 405 of that Act with retroactive effect as of the earliest date after January 17, 1965, which he determines to be practicable, and section 401(b) of that Act provides that the rates of duty in column numbered 1 of the tariff schedules that are modified pursuant to such proclamation shall be treated as having been proclaimed by the President as being required to carry out a foreign trade agreement to which the United States is a party (79 Stat. 1016); and

WHEREAS I determine that the earliest date, after January 17, 1965, as of which it is practicable to give retroactive effect to this proclamation is January 18, 1965:

NOW, THEREFORE, I, LYNDON B. JOHNSON, under the authority vested in me by the Constitution and the statutes, particularly sections 201(a) and 203 of the Automotive Products Trade Act of 1965, do proclaim (1) that the modifications of the Tariff Schedules of the United States provided for in sections 403 and 404 of that Act shall enter into force on the day following the date of this proclamation, and (2) that the modifications of the tariff schedules provided for in section 405 of that Act shall enter into force on December 20, 1965, effective with respect to articles which are or have been entered for consumption, or for warehouse, on or after January 18, 1965.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the Seal of the United States of America to be affixed.

DONE at the City of Washington this twenty-first day of October in the year of our Lord nineteen hundred and sixty-five, and of the Independence of
[SEAL] the United States of America the one hundred and ninetieth.

LYNDON B. JOHNSON

By the President:
DEAN RUSK,
Secretary of State.

[F.R. Doc. 65-11584; Filed, Oct. 25, 1965; 4:21 p.m.]

United States Bona Fide Motor Vehicles Manufacturers
May 31, 1984 with Date of Certification

Automoted Waste
Equipment Company, Inc.
209 Bakers Basin Road
Lawrenceville, NJ 08648
September 1, 1983

Automotive Rentals, Inc.
dba Fleet Body Equipment
7102 E. Eleventh Street
Tulsa, OK 74112
January 19, 1985

Automotive Service Company
111-113 North Waterloo
P.O. Box 159
Jackson, MI 49204
January 18, 1985

Avanti Motor Corporation
P.O. Box 1916
765 S. Lafayette Blvd.
South Bend, IN 46634
January 1, 1985Aztec Products
P.O. Box 659
102 Sentry Drive North
Mansfield, TX 76063
January 1, 1985

Baltimore Car & Truck
Rental, Inc.
2303 N. Howard Street
Baltimore, MD 21230
April 1, 1985

Bankhead Enterprises, Inc.
1345 Bankhead Avenue, N.W.
Atlanta, GA 30318
August 1, 1985

Beam Truck & Body, Inc.
433 Cumberland Hill Road
Woonsocket, RI 02895
September 1, 1985

Benson Truck Bodies, Inc.
P.O. Box 49
Mineral Wells, WV 26150
August 1, 1985

Allan U. Bevier, Inc.
4814 Hollins Ferry Road
Baltimore, MD 21227
April 1, 1985

Blue Bird Body Company
P.O. Box 937
North Camellia Blvd.
Fort Valley, GA 31030
January 19, 1985

Boone Trailers, Inc.
P.O. Box 109
Palmer, MA 01069
January 1, 1985

Boyertown Auto Body Works, Inc.
Third & Walnut Streets
P.O. Box 418
Boyertown, PA 19512-0418
September 1, 1985

Brake & Electric Sales Corp.
300 Mystic Avenue
Medford, MA 02155
December 1, 1984

Brake and Equipment Co., Inc.
11911 W. Silver Spring Road
P.O. Box 25506
Milwaukee, WI 53225
August 1, 1985

Brake Service & Parts, Inc.
170 Washington Street
P.O. Box 942
Bangor, ME 04401
August 1, 1985

Brown Cargo Van, Inc.
807 East 29th Street
Lawrence, KS 66044
April 30, 1985

Bud Industries, Inc.
100 Pulaski Street
West Warwick, RI 02893
December 5, 1984

Bus Andrews Equipment Sales
and Service, Inc.
2828 E. Kearney Street
Springfield, MO 65803
January 1, 1985

Bus Industries of America, Inc.
Base Road
R.D. #1
Oriskany, NY 13424
April, 1985

The Carnegie Body Company
9500 Brookpark Road
Cleveland, OH 44129
January 1, 1985

Carpenter Body Works, Inc.
1500 W. Main Street
P.O. Box 128
Mitchell, IN 47446
January 1, 1985

Caterpillar Tractor Co.
100 N.E. Adams Street
Peoria, IL 61629-3475
July 15, 1985

Centennial Body Division
Douglas & Lomason Company
P.O. Box 708
420 Tenth Avenue
Columbus, GA 31993
June 1, 1985

Champion Home Builders Co.
5573 E. North Street
Dryden, MI 48428
August 1, 1985

Chrysler Corporation
CIMS 418-37-10
12000 Chrysler Drive
P.O. Box 1919
Highland Park, MI 48288
January 19, 1985

City Spring Works, Inc.
1127 W. Main Street
Oklahoma City, OK 73106
August 1, 1985

B. M. Clark Company, Inc.
Route 17, P.O. Box 185
Union, ME 04862
January 14, 1985

Clark Truck Equipment Company
P.O. Box 3483
6821 Academy Parkway West, N.E.
Albuquerque, NM 87190
January 1, 1985

Clement Industries
Sibley Road
P.O. Box 914
Minden, LA 71058-0914
August 1, 1985

Club Car, Inc.
4152 Washington Road
Augusta, GA 30907
October 1, 1985

Coach & Equipment Mfg. Corp.
P.O. Box 36
Brown Street Extension
Penn Yan, NY 14527
March 14, 1985

Collins Industries, Inc.
P.O. Box 58 - H.A.B.I.T.
Hutchinson, KS 67504-0058
January 1, 1985

Commercial Truck & Trailer, Inc.
313 N. State Street
Girard, OH 44420
January 1, 1985

Concept Seating Corporation
St. Rd. 15, Toll Road
P.O. Box 833
Bristol, IN 46507
January 1, 1985

Cook Body Company
3701 Harlee Avenue
Charlotte, NC 28208
October 22, 1985

Crane Carrier Company
1925 North Sheridan
Tulsa, OK 74158
January 1, 1985

Crenshaw Corporation
P.O. Box 24217
1700 Commerce Road
Richmond, VA 23224
July 1, 1985

Crown Coach Corporation
2428 East 12th Street
Los Angeles, CA 90021
January 1, 1985

D & J Seating Corporation
P.O. Drawer H
Edwardsburg, MI 49112
January 1, 1985

Dealers Truck Equipment
Company, Inc.
2460 Midway Street
P.O. Box 31435
Shreveport, LA 71130
January 1, 1985

Dealers Truck Equipment, Inc.
P.O. Box 23224
2123 Fern Valley Road
Louisville, KY 40223
March 1, 1985

Decker Tank Company
300 Lincoln Avenue
Hawthorne, NJ 07507
November 3, 1984

Delavan Industries, Inc.
1728 Walden Avenue
Buffalo, NY 14225
May 1, 1985

Donovan Spring & Equipment
Company, Inc.
50 Upton Street
Manchester, NH 03103
July 1, 1985

Dunham Manufacturing Co., Inc.
A division of Xtra, Inc.
P.O. Box 430
Railroad Avenue
Minden, LA 71058
January 1, 1985

Duplex Truck Division
The Nolan Company
Gundy Drive
P.O. Box 295
Midvale, OH 44653
October 1, 1985

Duralite Truck Body and
Container Corporation
1300 Bush Street
Baltimore, MD 21230
January 1, 1985

E & R Trailer Sales & Service, Inc.
R.R. #1, Box 34
Middle Point, OH 45863
January 1, 1985

Eagle International, Inc.
P.O. Box 4119
2045 Les Mauldin Blvd.
Brownsville, TX 78520
January 1, 1985

Eastern Tank Corporation
290 Pennsylvania Avenue
Paterson, NJ 07503
January 1, 1985

Eight Point Trailer Corp.
6100 E. Washington Blvd.
Los Angeles, CA 90040
January 18, 1985

Elder International, Inc.
P.O. Box 2061
5875 Kelley Street
Houston, TX 77252
August 1, 1985

Emergency One, Inc.
1701 S.W. 37th Avenue
P.O. Box 2710
Ocala, Fl 32678
January 1, 1985

Equipment Innovators, Inc.
850 Industrial Park Drive
Marietta, GA 30062-2498
April 17, 1985

Equipment Service, Inc.
40 Airport Road
Hartford, CT 06114
April 1, 1985

Esquire, Inc.
21861 Protecta Drive
Elkhart, IN 46516
January 1, 1985

Euclid Division of Clark
Michigan Company
22221 St. Clair Avenue
Cleveland, OH 44117
January 16, 1985

John Evans Mfg. Co., Inc.
P.O. Box 669
Sumter, SC 29151
October 1, 1985

Ewell Equipment Co., Inc.
307 N. Timberland Drive
Lufkin, TX 75901
February 2, 1985

Excalibur Automobile Corp.
1735 South 106th Street
Milwaukee, WI 53214
May 22, 1985

Federal Motors, Inc.
3611 S.W. 20th Street
P.O. Box 5000
Ocala, FL 32678
January 1, 1985

Fifth Wheel, Inc.
P.O. Box 15855
15335 East Admiral Place
Tulsa, OK 74116
January 1, 1985

Fleetwood Motor Homes of
California, Inc.
3125 Myers Street
Riverside, CA 92523
August 1, 1985

Fleetwood Motor Homes of
California, Inc.
300 East Ryan Street
P.O. Box 1670
Chico, CA 95927
July 1, 1985

Flxible Corp.
970 Pittsburg Drive
Delaware, OH 43015
November 1, 1985

Ford Motor Company
The American Road
Dearborn, MI 48121
January 18, 1985

Freightliner Corporation
P.O. Box 3820
4747 North Channel Avenue
Portland, OR 97208
December 14, 1984

French Tool & Manufacturing Co.
2501 S. Commerce Drive
P.O. Box 753
Midland, TX 79702
July 1, 1985

Freuhauf Corporation
10900 Harper Avenue
P.O. Box 238
Detroit, MI 48232-9961
December 1, 1984

FWD Corporation
105 East 12th Street
Clintonville, WI 54929
January 1, 1985

G-TEC Truck Equipment
3040 Wyoming
Dearborn, MI 48120
January 1, 1985

Gallant Truck Equipment, Inc.
f/k/a Bibeau Enterprises
Bibeau Dump Bodies
Route 102, Old Nashua Road
Londonderry, NH 03053
October 15, 1985

Peter Garafano & Son, Inc.
500 Marshall Street
Paterson, NJ 07503
June 5, 1985
Gelco Truck Leasing
5250 Old Maumee Road
Fort Wayne, IN 46803
January 1, 1985

General Motors Corporation
Room 12-136
3044 West Grand Blvd.
Detroit, MI 48202
January 19, 1985

General Transervice, Inc.
Rampmaster Refueler Mfg. Division
2325 W. Second Street
Chester, PA 19013
August 1, 1985

General Truck Equipment
& Trailer Sales, Inc.
P.O. Box 6954
5310 Broadway Avenue
Jacksonville, FL 32236-6954
January 1, 1985

Gillig Corporation
P.O. Box 3008
25800 Clwiter Road
Hayward, CA 94540
January 1, 1985

Gilson Brothers Company
P.O. Box 152
Plymouth, WI 53073
September 28, 1985

Gooch Brake & Equipment Co., Inc.
506 Grand Avenue
Kansas City, MO 64106
January 1, 1985

Gratiot Equipment Co.
1244 E. Center Street
Ithaca, MI 48847
September 1, 1984

The Greyhound Corporation
Greyhound Tower
Phoenix, AZ 85077
August 1, 1985
For: Motor Coach Industries, Inc.
Pembina, ND 58271
Transportation Mfg. Corp.
Roswell, NM 88201

Grumman Olson
Division of Gurmann Allied
Industries, Inc.
445 Broad Hollow Road
Melville, NY 11747
January 1, 1985

Hackney Brothers Body Co.
P.O. Box 2728
Wilson, NC 27894-2728
August 1, 1985

Harley-Davidson Motor Co., Inc.
3700 West Juneau Avenue
P.O. Box 653
Milwaukee, WI 53201
April 1, 1985

Harris Truck & Trailer Sales, Inc.
I-55 & Airport Exit
P.O. Box 619
Cape Girardeau, MO 63701
January 1, 1985

Heil Equipment Company of
Philadelphia, Inc.
1223 Ridge Pike
Conshohocken, PA 19428
January 1, 1985

The Hess & Eisenhardt Armoring Co.
8959 Blue Ash Road
Cincinnati, OH 45242
November 1, 1985

The Hess & Eisenhardt Mfg. Co.
8959 Blue Ash Avenue
Cincinnati, OH 45249
January 1, 1985

Hews Company, Inc.
190 Rumery Street
P.O. Box 2520
South Portland, ME 04106
January 18, 1985

Hilbilt Mfg. Company, Inc.
Division of Hill Equipment Co.
Route 7, Box 5089
Benton, AR 72015
January 1, 1985

Hill-Martin Corp.
P.O. Box 471
450 N. Main Street
Barre, VT 05641
June 1, 1985

Hobbs International, Inc.
P.O. Box 59
69 Keeler Avenue
Norwalk, CT 06856-0059
August 1, 1985

Hobbs Trailers
4800 Blue Mound Road
P.O. Box 1568
Fort Worth, TX 76101
August 1, 1985

Honda of America Mfg., Inc.
24000 U.S. Route 33
Maryville, OH 43040
January 1, 1985

I-95 Truck Center, Inc.
P.O. Drawer 57
Industrial Park Drive
Smithfield, NC 27577
February 22, 1985

International Harvester Co.
401 North Michigan Avenue
Chicago, IL 60611
January 18, 1985

Iowa Mold Tooling Co., Inc.
500 Highway 18 West
Garner, IA 50438
June 1, 1985

Iroquois Mfg. Co., Inc.
Richmond Road
Hinesburg, VT 05461
March 1, 1985

Isometrics, Inc.
P.O. Box 660
1402 N. Scales Street
Reidsville, NC 27320
March 31, 1985

IVECO Trucks of North America, Inc.
3494 Progress Drive
P.O. Box 2020
Bensalem, PA 19020
January 1, 1985

Jannell & Son Body Company
and Subsidiaries
840 Cumberland Hill Road
Woonsocket, RI 02895
January 1, 1985

Jeep Corp.
27777 Franklin Road
Southfield, MI 48034
January 1, 1985

F.L. Jursik Company
245 Victor Avenue
Highland Park, MI 48203
July 1, 1985

Kaffenbarger Welding Co., Inc.
10100 Ballentine Pike
New Carlisle, OH 45344
January 1, 1985

Kawasaki Motors Mfg. Corp., U.S.A.
6600 Northwest 27th Street
Lincoln, NE 68524
January 1, 1985

Kelton Motors, Inc.
Route 14
White River Junction, VT 05001
March 25, 1985

Kencar Equipment Company
1906 Lakeview Avenue
Dayton, OH 45408-1398
January 1, 1985

Kentucky Manufacturing Company
P.O. Box 17185
Louisville, KY 40217
December 2, 1984

Knapheide Truck Equipment Co.
1701 Fairfax Trafficway
Kansas City, KS 66115
August 1, 1985

Liddell-Birmingham Trailer Co.
193 Main Street
Springville, AL 35146
August 1, 1985

Loadcraft
Division of Allied Products Corp.
P.O. Box 431
Highway 377 North
Brady, TX 76825
November 1, 1984

LoDal, Inc.
East Boulevard
P.O. Box 2315
Kingsford, MI 49801
April 1, 1985

Long Trailer Service, Inc.
P.O. Box 5105
Greenville, SC 29606
January 1, 1985

M & M Equipment, Inc.
P.O. Box 152
Lebanon, NH 03766
March 14, 1985

Mack Trucks, Inc.
P.O. Box M
Allentown, PA 18105
January 1, 1985

Madison Truck Equipment, Inc.
2410 South Stoughton Road
Madison, WI 53716-2898
October 22, 1985

Manning Equipment, Inc.
12000 Westport Road
P.O. Box 23229
Louisville, KY 40223
April 17, 1985

Marion Body Works, Inc.
211 W. Ramsdell Street
P.O. Box 500
Marion, WI 54950-0500
May 1, 1985

Mark Body Division
50625 Richard W. Blvd.
Mt. Clemens, MI 48046-0128
January 11, 1986

Marmon Motor Company
P.O. Box 462009
Garland, TX 75046
September 1, 1985

McGraw Commercial Equipment
Company, Inc.
7200 East Fifteen Mile Road
Sterling Heights, MI 48077
August 1, 1985

Meadows Hydraulics Sales
& Service, Inc.
U.S. Route 13 & South Division St.
P.O. Drawer M
Fruitland, MD 21826-0270
October 29, 1985

Mercedes-Benz Truck Company, Inc.
4747 N. Channel Avenue
P.O. Box 3820
Portland, OR 97208
January 1, 1985

W. F. Mickey Body Company, Inc.
P.O. Box 2044
1305 Trinity Avenue
High Point, NC 27261
September 24, 1985

Midwest Truck Equipment
Sales Division of Electrographic
Corporation
South Central Avenue
Paris, IL 61944
February 22, 1985

Middlekauff, Inc.
1615 Ketcham Avenue
Toledo, OH 43608
January 18, 1985

Mike & Joe Equipment Co., Inc.
1240 Jefferson Road
Rochester, NY 14623
June 1, 1985

Monon Corp.
P.O. Box 655
117 N. Walnut Street
Monon, IN 47959
August 1, 1985

Moore and Sons, Inc.
P.O. Box 129
7171 Airways Boulevard
Southaven, MS 38671
January 1, 1985

Morgan Trailer Manufacturing Corp.
T/A Morgan Corp.
One Morgan Way
Morgantown, PA 19543
January 1, 1985

Motor Truck Equipment Corporation
2950 Irving Blvd.
P.O. Box 47385
Dallas, TX 75247
December 31, 1984

Multi Body & Hoist Corp.
180 Varick Avenue
Brooklyn, NY 11237
December 1, 1984

Mutual Wheel Company
2345 Fourth Avenue
Moline, IL 61265
August 1, 1985

Nabors Trailers, Inc.
P.O. Box 979
Mansfield, LA 71052
January 1, 1985

Neil's Automotive Service, Inc.
167 E. Kalamazoo Avenue
Kalamazoo, MI 49007
January 1, 1985

Nelson Manufacturing Company
6448 U.S. Route 224
R.R. #1
Ottawa, OH 45875
January 1, 1985

Neoplan USA Corp.
700 Gottlob Auwaerter Drive
Lamar, CO 81052
January 1, 1985

The Ness Company, Inc.
P.O. Box 667
270 N. Zarfoss Drive
York, PA 17405
January 1, 1985

New United Motor Mfg., Inc.
45500 Fremont Boulevard
Freemont, CA 94538
January 1, 1985

Nissan Motor Mfg. Corp. USA
Nissan Drive
Smyrna, TN 37167
June 1, 1985

North Penn Equipment Corp.
21 N. Morehall Road
Malvern, PA 19355
July 1, 1985

Novi Manufacturing Co.
25701 Seeley Road
Novi, MI 48050-2793
November 1, 1984

Obrecht Trailer Mfg., Inc.
705 East New York Street
Knox, IN 46534
August 1, 1985

Ohio Truck Equipment, Inc.
4100 Rev Drive
Cincinnati, OH 45232
December 10, 1984

Oilmen's Equipment Corp.
P.O. Box 2807
140 Cedar Spring Road
Spartanburg, SC 29304
April 1, 1985

Olson Trailer & Body Builders Co.
P.O. Box 2445
2740 S. Ashland Avenue
Green Bay, WI 54306-2445
August 1, 1985

Oshkosh Truck Corporation
2307 Oregon Street
P.O. Box 2566
Oshkosh, WI 54903
January 18, 1985

Osterlund, Inc.
P.O. Box 1951
711 Gibson Blvd.
Harrisburg, PA 17105
June 1, 1985

Ottawa Truck Corp.
415 E. Dundee
Ottawa, KS 66067
October 1, 1985

Outboard Marine Corp.
100 Sea-Horse Drive
Waukegan, IL 60085
January 18, 1985

P-M Equipment Sales, Inc.
P.O. Box 705
114 East Oak road
Vineland, NJ 08360
October 1, 1985

PACCAR, Inc.
d/b/a Kenworth Truck Company &
Peterbilt Motors Company
777 - 106th Avenue, N.E.
P.O. Box 1518
Bellevue, WA 98009
January 18, 1985

Pathfinder Equipment Company
5232 Tod Avenue, S.W.
Warren, OH 44481
January 1986

Peabody Galion Division
of Peabody International
P.O. Box 607
500 Sherman Street
Galion (Crawford), OH 44833-0607
October 1, 1985

Perfection Equipment Company
5100 West Reno
Oklahoma City, OK 73127
January 12, 1985

Pezzani & Reid Equipment Co., Inc.
3960 West Fort Street
Detroit, MI 48216
August 1, 1985

Phoenix Manufacturing, Inc.
375 West Union Street
Nanticoke, PA 18634
February 20, 1985

Pioneer Heavy Duty Parts, Inc.
2000 Fall River Avenue (RT. 6)
Seekonk, MA 02771
August 1, 1985

Polaris Industries, Inc.
1225 North County Road 18
P.O. Box 1284
Minneapolis, MN 55441
February 1, 1985

C. E. Pollard Company
13575 Auburn Avenue
Detroit, MI 48223
November 1, 1985

Power Brake Service & Equipment
Company, Inc.
1022 Carnegie Avenue
Cleveland, OH 44115
December 31, 1984

PSI Mobile Products, Inc.
25 Eldredge
P.O. Box 1183
Mount Clemens, MI 48043
July 1, 1985

Quality Coaches, Inc.
52743 Stephen Place
Elkhart, IN 46514
January 1, 1985

Quality Truck & Equipment Co.
P.O. Box 102
I-55 Beltline & Mercer Avenue
Bloomington, IL 61701
November 15, 1984

R/S Truck Body Company, Inc.
P.O. Box 420
Allen, KY 41601
September 23, 1985

Ravens Metal Products, Inc.
d/b/a Ravens Trailer Sales
5100 N. Wooster Highway
P.O. Box 525
Dover, OH 44622
September 1, 1985

Recreatives Industries, Inc.
60 Depot Street
Buffalo, NY 14206
July 13, 1985

Reliable Spring Company, Inc.
10557 South Michigan Avenue
Chicago, IL 60628
August 1, 1985

Roberts Manufacturing Corporation
P.O. Box 786
Elkhart, IN 46515
January 1, 1985

Rowland Equipment, Inc.
2900 N.W. 73rd Street
Miami, FL 33147
November 19, 1984

Ryder Service Center
Ryder Truck Rental, Inc.
5115 Cockrell Hill Road
Dallas, TX 75236
September 1, 1985

Ryder Truck Rental, Inc.
4709 West 96th Street
P.O. Box 68490
Indianapolis, IN 46268
January 1, 1985

Schien Body & Equipment Company
P.O. Box 229
Carlinville, IL 62626
August 1, 1985

Scientific Brake & Equipment Co.
P.O. Box 840
314 W. Genesee Avenue
Saginaw, MI 48606
January 10, 1985

Sharpsville Steel Equipment Co.
6th & Main Streets
Sharpsville, PA 16150
January 2, 1985

Skillcraft Industries, Inc.
355 Center Ct.
Venice, FL 33595
September 1, 1985

Southern Truck Equipment, Inc.
4444 East Tennessee
Tucson, AZ 85714
May 15, 1985

Special Trucks, Inc.
5040 Hoevel Road
Fort Wayne, IN 46806
January 1, 1985

Starcraft Automotive Division
2703 College Avenue
Goshen, IN 46526
August 1, 1985

Steffen, Incorporated
623 West Seventh Street
Sioux City, IA 51103
November 4, 1984

Superior Coaches
Division of Northeast Ohio
Axle, Inc.
600 East Wayne Street
P.O. Box 1981
Lima, OH 45802
September 1, 1985

Taylor-Dunn Mfg. Company
P.O. Box 4240
2114 West Ball Road
Anaheim, CA 92804
October 3, 1985

Terex Corporation
5405 Darrow Road
Hudson, OH 44236-4092
January 1, 1985

Thomas Built Buses, Inc.
1408 Courtesy Road
P.O. Box 2450
High Point, NC 27261
March 1, 1985

Three R Industries, Inc.
80380 Scotch Settlement Road
Romeo, MI 48065
June 1, 1985

Traffic Transport Engineering, Inc.
28900 Goddard Road
Romulus, MI 48174
July 1, 1985

Tracey Road Equipment, Inc.
Manlius Center Road
P.O. Box 489
East Syracuse, NY 13057
May 1, 1985

Transport Equipment Company
3400 Sixth Avenue, South
P.O. Box 3817
Seattle, WA 98124
January 1, 1985

Transportation Products, Inc.
P.O. Box 329
Ramapo Avenue
Suffern, NY 10901
August 1, 1985

Travel Craft, Inc.
1135 Kent Street
P.O. Box 1687
Elkhart, IN 46515
January 1, 1985

Triangle Fleet Service, Inc.
801 Coliseum Blvd. West
Fort Wayne, IN 46808
January 1, 1985

Trotter Equipment, Inc.
Outer Washington Street
Watertown, NY 13601
March 1, 1985

Truck Equipment Distributors
P.O. Box 9605
Tulsa, OK 74157
August 1, 1984

Truck Equipment Division
Warner Fruehauf Trailer Co., Inc.
1415 Bush Street
Baltimore, MD 21230
June 1, 1985

Truck Equipment, Inc.
P.O. Box 3265
1560 N.E. 44th Avenue
Des Moines, IA 50316
January 1, 1985

Truck Equipment, Inc.
P.O. Box 1516
Mansfield, OH 44901
March 16, 1985

Truck Equipment Service Company
800 Oak Street
Lincoln, NE 68521
January 1, 1985

Truck Parts & Equipment Co., Inc.
2120 Southwest Blvd.
P.O. Box 9605
Tulsa, OK 74107
October 1, 1985

Truck Parts & Equipment, Inc.
4501 West Esthner
Wichita, KS 67209
December 11, 1984

Truck & Trailer Equipment Co.
4214 West Mount Hope Road
Lansing, MI 48917
August 1, 1985

Truckers Equipment, Inc.
1501 North Port Avenue
P.O. Box 4727
Corpus Christi, TX 78469-4727
December 1, 1984

Truckers Equipment, Inc.
2022 N. 77 Sunshine Strip
Harlingen, TX 78550
December 1, 1984

ULTRAVAC--A Division of Cannon Industries, Inc.
3822 W. Elm Street
P.O. Box 09336
Milwaukee, WI 53209
January 1, 1985

Unicell Body Co., Inc.
571 Howard Street
P.O. Box 426
Buffalo, NY 14240
January 1, 1985

Union City Body Company, Inc.
1015 West Pearl Street
P.O. Box 190
Union City, IN 47390
September 1, 1985

Unit Rig & Equipment Company
P.O. Box 3107
Tulsa, OK 74101-3107
January 1, 1985

Universal Go-Tract of Georgia, Ltd.
963 Industrial Park Drive
Marietta, GA 30062
June 1, 1985

U.S. Truck Body Company, Inc.
Blvd. #5, East Carmans Road
Farmingdale, NY 11735
October 16, 1984

Van Con, Inc.
123 William Street
P.O. Box 237
Middlesex, NJ 08846
September 1, 1985

Volkswagen of America, Inc.
888 W. Big Beaver Road
P.O. Box 3951
Troy, MI 48007-3951
October 11, 1985

Volvo White Truck Corporation
7825 Airpark West
P.O. Box D-1
Greensboro, NC 27402-1200
January 1, 1985

WABCO Construction & Mining Equipment
A Division of Dresser Industries
2300 N.E. Adams Street
P.O. Box 240
Peoria, IL 61639
February 1, 1985

Wagoner Machinery, Inc.
945 Safin Road
Columbus, Ohio 43204
October 1, 1985

Walter Equipment USA, Inc.
Northeastern Industrial Park
P.O. Box 279
Guilderland Center, NY 12085
January 1, 1985

Wayne Corporation
P.O. Box 1447
Industries Road
Richmond, IN 47375-8447
January 25, 1985

Wayne Engineering Corp.
2412 West 27th Street
P.O. Box 648
Cedar Falls, IA 50613
October 1, 1985

Winnebago Industries, Inc.
P.O. Box 152
Jct. Highways 9 & 69
Forest City, IA 50436
March 19, 1985

C. N. Wood Company, Inc.
570 Arsenal Street
Watertown, MA 02172
July 1, 1985

Wyman's Meter & Tank Equipment
Company, Inc.
Northfield Road
P.O. Box 541
Montpelier, VT 05602
July 1, 1985

COMPANIES OPERATING UNDER THE MOTOR VEHICLES TARIFF ORDER 1965

Name and Location	Considered as Manufacturer of:
Almac Industries, Ltd. Pointe Aux Trembles, Quebec	Specified Commercial Vehicles
Amalgamated Metal Industries, Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Belgium Standard Industries (Ontario) Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Babcock Motor Bodies Limited Toronto, Ontario	Specified Commercial Vehicles
Brown H.E. Supply Company North Bay, Ontario	Specified Commercial Vehicles
Canadian Blue Bird Coach,Ltd. Brantford, Ontario	Specified Commercial Vehicles
Chrysler Canada, Ltd. Windsor, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Collins Manufacturing Co., Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
Diesel Equipment Limited Toronto, Ontario	Specified Commercial Vehicles
Eastern Steel Products Company Cambridge (Preston), Ontario	Specified Commercial Vehicles
Edmonton Truck Body, Ltd. Edmonton, Alberta	Specified Commerical Vehicles
Fleet Truck Bodies, Inc. Montreal, Quebec	Specified Commercial Vehicles
Flyer Industries, Ltd. Winnipeg, Manitoba	Buses
Ford Motor Co. of Canada, Ltd. Oakville, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Forman Tank and Welding, Ltd. St. Marys, Ontario	Specified Commercial Vehicles
Fort Garry Industries, Ltd. Winnipeg, Manitoba	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of:
Freightliner of Canada, Ltd. Burnaby, British Columbia	Specified Commercial Vehicles
G. & G. Welding, Ltd. St. Leonard, Quebec	Specified Commercial Vehicles
General Motors of Canada, Ltd. Oshawa, Ontario	Automobiles, Buses and Specified Commercial Vehicles
Hutchinson Industries Downsview, Ontario	Specified Commercial Vehicles
Ideal Body, Ltd. Quebec, Quebec	Specified Commercial Vehicles
International Harvester Co. of Canada, Ltd. Hamilton, Ontario	Buses
Larochell, Phil Equipment, Inc. Quebec, Quebec	Specified Commercial Vehicles
Mond Industries, Ltd. Toronto, Ontario,	Specified Commercial Vehicles
Multi-Vans, Inc. Bolton, Ontario	Specified Commercial Vehicles
Paccar of Canada, Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Prevost Car, Inc. Ste. Claire Dorchester, Quebec	Buses
Reliance Truck & Equipment, Ltd. Surrey, British Columbia	Specified Commercial Vehicles
Swartz Motor Bodies, Ltd. Toronto, Ontario	Specified Commercial Vehicles
Thomas Built Buses of Canada, Ltd. Woodstock, Ontario	Buses
Trailmobile Canada Limited Brantford, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of:
Universal Sales Limited Saint John, New Brunswick	Specified Commercial Vehicles
Volvo (Canada), Ltd. Toronto, Ontario	Automobiles
Wajax UEC Limited Markham, Ontario	Specified Commercial Vehicles
Walinga Body & Coach, Ltd. Guelph, Ontario	Specified Commercial Vehicles
Welles Corporation, Ltd. Windsor, Ontario	Buses and Specified Commercial Vehicles

DESIGNATED COMPANIES UNDER PARAGRAPH 2(3) OF THE MOTOR VEHICLES TARIFF ORDER

Name and Location	Designated by:
Blue Bird Quebec St. Lin, Quebec	Canadian Blue Bird Coach, Ltd. Brantford, Ontario
Canadian Blue Bird Sales Co. Hartford, Ontario	Canadian Blue Bird Coach, Ltd. Brantford, Ontario
Chrysler Truck Centre, Ltd. Rexdale, Ontario	Chrysler Canada Ltd. Windsor, Ontario
Edinburgh Electric, Ltd. Toronto, Ontario	Diesel Equipment, Ltd. Toronto, Ontario
Mobile Tank Industries, Ltd. Agincourt, Ontario	Almac Metalcraft, Inc. Pointe aux Trembles, Quebec
J. J. Taylor & Sons, Ltd. Concord, Ontario	Diesel Equipment, Ltd. Toronto, Ontario

COMPANIES OPERATING UNDER SPECIAL ORDERS-IN-COUNCIL

Name and Location	Considered as Manufacturer of:
American Motors (Canada) Ltd. Brampton, Ontario	Automobiles and Specified Commercial Vehicles
Aurora Cars Ltd. Richmond Hill, Ontario	Automobiles
Bombardier, Inc. Division du Matériel Logistique Valcourt, Quebec	Specified Commercial Vehicles
Canadian Disposal Equipment Company, Ltd. Toronto, Ontario	Specified Commercial Vehicles
Care Equipment Mfg. Co., Ltd. Breslan, Ontario	Specified Commercial Vehicles
Central Truck Body Co., Ltd. Weston, Ontario	Specified Commercial Vehicles
Champion Truck Bodies, Ltd. Montreal, Quebec	Specified Commercial Vehicles
Childs Truck Bodies, Ltd. Stoney Creek, Ontario	Specified Commercial Vehicles
Commercial Vans Incorporated Mississauga, Ontario	Specified Commercial Vehicles
Contran Manufacturing, Ltd. London, Ontario	Specified Commercial Vehicles
D & G Roussy Industries, Ltd. London, Ontario	Specified Commercial Vehciles
Dresser Canada, Inc. Mississauga, Ontario	Specified Commercial Vehicles
George C. Doerr Body & Trailer Co. Cambridge, Ontario	Specified Commercial Vehicles
Dominion Truck Bodies, Ltd. Mississauga, Ontario	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of:
Funcraft Vehicles Ltd. Cambridge, Ontario	Specified Commercial Vehicles
Girardin Vehicles Industries Cambridge, Ontario	Buses
Hal-Vey Industries Ltd. Calgary, Alberta	Specified Commercial Vehicles
International Harvester Company of Canada, Ltd. Hamilton, Ontario	Automobiles (Travelalls) Specified Commercial Vehicles
Lennox Van, Inc. Lennoxville, Quebec	Specified Commercial Vehicles
McEwan Tougard Industries Bracebridge, Ontario	Specified Commercial Vehicles
Mack Canada, Inc. Islington, Ontario	Specified Commercial Vehicles
Marathon Electric Vehicles, Inc. St. Leonard Montreal, Quebec	Specified Commercial Vehicles
Motor Coach Industries, Ltd. Winnipeg, Manitoba	Buses
Ontario Bus Industries, Inc. Mississauga, Ontario	Buses
Ottawa Truck Bodies Ltée/Ltd. Ottawa, Ontario	Specified Commercial Vehicles
Pettibone (Canada) Ltd. Mississauga, Ontario	Specified Commercial Vehicles
Pollock Equipment Strathroy, Ontario	Specified Commercial Vehicles
Remtec, Inc. Chambly, Quebec	Specified Commercial Vehicles
Red Top Equipment Company, Ltd. Orillia, Ontario	Specified Commercial Vehicles
Superior Bus Mfg., Ltd. Morris, Manitoba	Specified Commercial Vehicles

Name and Location	Considered as Manufacturer of:
Sturdy Truck Body (1972), Ltd. Kitchener, Ontario	Specified Commercial Vehicles
Teal Manufacturing, Ltd. Windsor, Ontario	Specified Commercial Vehicles
Thermo-King Western, Ltd. Edmonton, Alberta	Specified Commercial Vehicles
Transit Van Bodies, Inc. Laval, Quebec	Specified Commercial Vehicles
Triangle Truck Equipment, Ltd. Waterloo, Ontario	Specified Commercial Vehicles
Truck Equipment & Service Company Agincourt, Ontario	Specified Commercial Vehicles
Universal Handling Equipment Co. Hamilton, Ontario	Specified Commercial Vehicles
Walter Motor Trucks of Canada, Ltd. Ville D'Anjou, Montreal, Quebec	Specified Commercial Vehicles
Welles Corporation, Ltd. Windsor, Ontario	Specified Commercial Vehicles
Westank-Willock Division of Willock Industries Ltd. Regina, Saskatchewan	Specified Commercial Vehicles
Western Star Truck, Inc. Kelowna, British Columbia	Specified Commercial Vehicles

COMPANIES OPERATING UNDER THE OFF-HIGHWAY REMISSION ORDER

Name and Location

Euclid Canada Limited
Guelph, Ontario

General Motors of Canada, Ltd.
Diesel Division
London, Ontario

Paccar Canada, Ltd.
Ste. Therese, Quebec

Pacific Truck and Trailer, Ltd.
Vancouver, British Columbia

Unit Rig & Equipment Co. (Canada) Ltd.
Niagara Falls, Ontario

Wabco Equipment of Canada
Division of Wabco-Standard, Ltd.
Paris, Ontario